THE

LEGISLATIVE ASSEMBLY DEBATES

(Official Report)

Volume II, 1931

(19th February to 11th March, 1931)

FIRST SESSION

OF THE

FOURTH LEGISLATIVE ASSEMBLY, 1931

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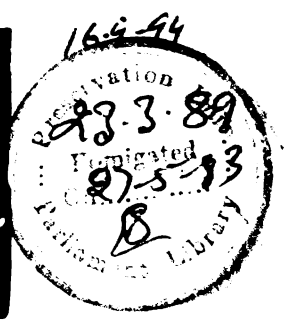

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Legislative Assembly.

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MIAN MUHAMMAD SHAH NAWAZ, C.I.E., M.L.A.

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LEGISLATIVE ASSEMBLY.

Thursday, 19th February, 1931.

The Assembly met in the Assembly Chamber of the Council House at Eleven of the Clock, Mr. President in the Chair.

QUESTIONS AND ANSWERS.

PERSONS EXPELLED FROM AMBALLA CANTONMENT.

585. ***Mr. Jagan Nath Aggarwal:** (*a*) Will Government be pleased to state how many persons have been expelled from Amballa Cantonment during the last six months under section 239 of the Cantonments Act of 1924?

(*b*) Will Government state the "reasons" in each case for taking action under the above section?

(*c*) Is it a fact that the only reason given in all these cases was that the person concerned was a Congressman?

(*d*) Are Government aware that section 239 makes it obligatory on the part of the Officer Commanding the Station, to specify the grounds by stating the acts done by the persons proceeded against, on which the order of expulsion is proposed to be issued and to give him an opportunity to meet the charge?

(*e*) Was the above procedure adopted in each case; if not, why not?

(*f*) Are Government aware that there is great unrest among the people of Amballa Cantonment owing to the alleged abuse of the section?

(*g*) Has the All-India Cantonments' Association made a reference about this to Government? If so, what action have Government taken on that reference?

(*h*) Do Government propose to issue instructions that section 239 is not to be used against a person merely on account of his connection with the Congress movement?

(*i*) Do Government propose to allay the public feeling that has been greatly roused by the use of section 239 of the Cantonments Act in Amballa Cantonment? If so, how?

Mr. G. M. Young: The information has been called for and will be supplied to the Honourable Member on receipt.

EXPULSION OF CERTAIN PERSONS FROM KIRKEE CANTONMENT.

586. ***Mr. Jagan Nath Aggarwal:** (*a*) Is it a fact that Mr. S. G. Jain, Dr. G. S. Hardikar, elected members of the Cantonment Board, Kirkee and Messrs. Manilal Karam Chand Shankar Lingaya Kedmote, Mani Lal Laloo Bhai, Nagindass Lal Chand, Raja Ram Shankerrao Kadan and Dadha Bhai Ardeshir Dinshaw, some very respectable residents of Kirkee

Cantonment were ordered by the Officer Commanding the Station to quit the Cantonment of Kirkee under section 239 of the Cantonments Act of 1924?

(*b*) Will Government please state the specific act or acts alleged to have been done by each of the gentlemen, for which the orders of expulsion were passed against them?

(*c*) Were they informed of those alleged 'acts' and what opportunity, if any, was given to them to clear their position with regard to those acts?

(*d*) Are the expulsion orders still in force? If not, under what circumstances were they withdrawn?

(*e*) Is it a fact that the persons expelled were asked to tender an apology drafted by the Officer Commanding the Station and they tendered the same as the price of their safe residence in the Cantonment?

(*f*) Do Government propose to direct a public inquiry to be made into all these cases of expulsion?

Mr. G. M. Young: The information has been called for and will be supplied to the Honourable Member on receipt.

THE HOUSE ACCOMMODATION AMENDMENT ACT.

587. ***Mr. Jagan Nath Aggarwal:** (*a*) Have Government seen the article published in the *Cantonment Advocate* of December, 1930, under the heading "The Mischief of Hurried Amendments"?

(*b*) Is it a fact that, before the House Accommodation Act of 1928 was amended by Act IX of 1930, it was Government that made a reference about the rent and repairs of the house to be appropriated, to an Arbitration Committee, in case the rent offered and the repairs required by Government were not acceptable to the house-owner?

(*c*) Has this position been reversed by the Amending Act of 1930, according to which it is the house-owner who is to make such a reference to the District Judge if he does not accept the rent offered or does not agree to the repairs required, by Government?

(*d*) Are Government aware that the house-owners consider the alleged arrangement to be quite unfair to them and an unjustifiable interference with their inherent right as owners?

(*e*) Do Government know that in Cantonments there are some very poor house-owners whose only source of livelihood is the rent of their house and that it is extremely difficult for them to bear the cost of making such a reference to the District Judge?

(*f*) Will Government state the reasons why they have altered the arrangement?

(*g*) Is it a fact that one of the objects of the House Accommodation Act is the protection of the interests of house-owners?

Mr. G. M. Young: (*a*) Yes, Sir, but I may observe that there was nothing hurried about these amendments. More than a year elapsed from the time that they were first proposed to the time that they became law. During that interval the proposal received the concurrence of the military authorities concerned, all Local Governments and their High Courts, the All-India Cantonments' Association, whose organ is the *Cantonment Advocate*, a Select Committee of this House and, finally the Indian Legislature.

(*b*) and (*c*). Under the Act, before its amendment in 1930, the owner could require the Officer Commanding the Station to convene a Court of Arbitration and refer the matter to it. Under the present Act the owner can himself refer the matter to a Civil Court.

(*d*) No, Sir; no such complaint has been received from house-owners.

(*e*) and (*f*). The system of referring these disputes to Committees of Arbitration was found in practice extremely lengthy and cumbrous. Government were of opinion that the substitution of a simple reference to a Civil Court would be welcomed by all concerned: they were confirmed in that opinion by the authorities whom they consulted; and they have, so far, received no information that would lead them to alter it. The only houses that are liable to appropriation under the Act are houses suitable for occupation by a King's Commissioned officer, or by a mess: and it is *primâ facie* unlikely that the owners of such houses would be very poor. Nor is there any reason to suppose that the procedure under the amended Act will be appreciably more expensive to house-owners than a reference to a Court of Arbitration. If, however, cases of hardship do arise and are brought to notice, Government will certainly consider what remedial measures are required.

(*g*) The Act exists for the purpose of ensuring that officers in cantonments have roofs over their heads, and that this object is achieved without [illegible]ment to the interests of house-owners.

Inadequate Drainage in Cawnpore Cantonment.

588. ***Mr. Jagan Nath Aggarwal:** (*a*) Are Government aware that in the part of the Cawnpore Cantonment, inhabited by the non-military population, there is no drainage system whatsoever?

(*b*) Are Government aware that, owing to the absence of drainage, rain water and other dirty water from residential houses, stands in streets for days together?

(*c*) Is there any drainage scheme in contemplation? If so, when is it likely to materialise? If not, what are the reasons for not undertaking it?

(*d*) Did the Cawnpore Cantonment Association represent to the Cantonment Authority, the great need of a regular drainage scheme early in 1930? If so, what action has been taken so far and do Government propose to take any action at all? If so, what and when?

Mr. G. M. Young: (*a*), (*b*), (*c*) and (*d*). Government have received no reports indicating the state of affairs suggested in the question, but are making enquiries. I will inform the Honourable Member as soon as I am in a position to do so.

Return of Sites to House Owners in Cawnpore.

589. ***Mr. Jagan Nath Aggarwal:** (*a*) Is it a fact that the Cawnpore Cantonment Authority is asking the house-owners, whose sites were resumed some years ago, to execute a lease for those sites under Schedule VI of the Cantonments Act of 1924, involving payment of rent as a condition of the return of those sites to them?

(*b*) Will Government be pleased to state why the return of the sites has been made subject to this condition?

(*c*) Has the All-India Cantonments' Association approached Government in this matter and requested the Government to return these sites unconditionally and to deal with the subject of obtaining leases for old free holds separately as one of general application in the cantonments?

(*d*) Do Government propose to accept the request of the Association? If not, what are their grounds for making the return of the sites conditional?

Mr. G. M. Young: (*a*) The sites to which the Honourable Member evidently refers were legally liable to resumption: but it is a fact that their resumption caused hardship and Government have since agreed to retransfer them to the occupants on perpetual lease in the prescribed form at a nominal rental of Re. 1 per annum for each site.

(*b*) These sites were originally held on the usual cantonment tenure under which Government had the right to resume them at a month's notice on paying the value of any building that might be standing thereon. The lease forms prescribed under the Cantonment Land Administration Rules, 1925, do not contain a resumption clause, and in view of the security of tenure which they ensure to the lessee, I am sure that my Honourable friend will agree that no injustice has been done to the occupants by offering them such leases in perpetuity. Government have also stated their readiness to modify the prescribed form to any reasonable extent to meet the requirements of the occupants. The nominal rent of Re. 1 per annum has been charged to fulfil certain legal requirements.

(*c*) Yes, Sir.

(*d*) The reply to the first part is in the negative. The second part does not arise in view of the reply to part (*b*).

REGISTRATION OF MEDICAL LICENTIATES.

590. ***Kumar Gupteshwar Prasad Singh:** Is it a fact that the proposed All-India Medical Council has excluded the medical licentiates (L.M.Ps.)? If so, why? Have not the qualifications of the licentiates been recognized as registerable under all the provincial Medical Acts and are Government aware that their services have been appreciated from time to time by Government and the public at large? Are Government prepared to reconsider their case?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: The Honourable Member is under a misapprehension. An attempt is being made to create an All-India Medical Council with the object of providing suitable machinery to keep the minimum standard of qualifications of medical graduates at a certain level. This does not, in any way, reflect on the qualifications or the merits of medical licentiates (L. M. Ps.) and in no way is their position or status in the profession to be affected or influenced. Whether it is necessary to have an organization to keep the minimum standard of qualifications of medical licentiates at a certain level is a matter which Government will, in due course, take under consideration. All misapprehension on the subject should, therefore, be removed.

MEDICAL OFFICERS AT THE INDIAN MILITARY HOSPITAL, MEERUT.

591. *Maulvi Muhammad Shafee Daoodi: (a) Will Government be pleased to state the number of medical officers working in the Indian Military Hospital, Meerut, during the months of May and June, 1930, and what duties were performed by each?

(b) Are Government aware that the officiating Commanding Officer did not perform any hospital duties personally but entrusted the whole hospital work to the two junior officers working under him, one of whom had joined the service very recently and was under training?

(c) Are Government prepared to place on the table of the House the reports or remarks of the officiating Officer Commanding on the work of the junior officers working under him during this period?

(d) Will Government be pleased to state the names of the officers who acted as Second in Command of the said hospital and the names of those who actually did this work and of those who drew the allowance attached to it during the months of May, June and July, 1930?

Mr. G. M. Young: With your permission, Sir, I propose to answer questions Nos. 591 to 593, together.

The information has been called for and will be furnished to the Honourable Member on receipt. The answer to part (c) of question No. 591 is in the negative.

ALLOWANCES OF MEDICAL OFFICERS AT THE INDIAN MILITARY HOSPITAL, MEERUT.

†592. *Maulvi Muhammad Shafee Daoodi: Will Government be pleased to state whether there are any rules or regulations governing the allotment of the different allowances attached to an Indian Military Hospital? How many of these allowances were drawn by various medical officers working in the Indian Military Hospital, Meerut, during the year 1930?

MOTOR CAR ALLOWANCE OF THE MEDICAL OFFICER IN CHARGE OF THE CANTONMENT GENERAL HOSPITAL, MEERUT.

†593. *Maulvi Muhammad Shafee Daoodi: (a) Is it a fact that the Medical Officer in charge of the Cantonment General Hospital, Meerut, is drawing two allowances for his car—one from the Cantonment Board, Meerut and the other from the Army Department?

(b) Is it not a fact that in a similar case in Multan the Medical Officer was compelled to refund one of the allowances? Do Government intend to act similarly in this case?

APPLICATION TO BERAR OF THE SALE OF GOODS ACT.

594. *Sardar G. N. Mujumdar (on behalf of Mr. S. G. Jog): (a) Will Government state whether the Sale of Goods Act has been applied to Berar?

(b) If not, do Government propose to take steps to apply the said law to Berar?

† For answer to this question, *see* answer to question No. 591.

Mr. J. G. Acheson: (*a*) Yes.

(*b*) Does not arise.

APPLICATION TO BERAR OF THE INDIAN SUCCESSION ACT.

595. ***Sardar G. N. Mujumdar** (on behalf of Mr. S. G. Jog): (*a*) Will Government state whether the Indian Succession Act has been made applicable to Berar?

(*b*) If it has not been made applicable, do Government propose to take steps to apply it to Berar?

Mr. J. G. Acheson: (*a*) The Indian Succession Act, 1925, which, as the Honourable Member is aware, was a consolidating Act, has not been applied to Berar. The Indian Succession Act, 1865, and the majority of the other Acts which were repealed and re-enacted by the Act of 1925 have been applied and remain applicable.

(*b*) It is not the practice of the Government of India to take action for the application of Acts to Berar save on reference from the Local Government, to whom a copy of this question and answer will be sent.

MIGRATORY SCHOOL FOR THE DAUGHTERS OF THE STAFF OF THE GOVERNMENT OF INDIA OFFICES.

596. ***Kumar Gupteshwar Prasad Singh** (on behalf of Rao Bahadur M. C. Rajah): (*a*) Is it a fact that a boys' school has been made migratory and brought over to Delhi at the present season for the benefit of the boys of the migratory staff of the Government of India?

(*b*) Is there any idea of making similar arrangements for the benefit of the girls of the migratory staff of the Government of India? If not, why not?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: (*a*) Yes.

(*b*) No proposal on the subject has been submitted for the consideration of Government.

STIPENDS PAID TO THE STUDENTS OF THE DELHI UNIVERSITY.

597. ***Kumar Gupteshwar Prasad Singh** (on behalf of Rao Bahadur M. C. Rajah): (*a*) How many stipends and of what amounts do the Delhi University award to candidates for further studies who secure the first few positions in the Matriculation, Intermediate (Science and Arts), and B.A. (Science and Arts) examinations?

(*b*) Are these stipends awarded to those also who migrate to other Universities for further studies?

(*c*) Is it a fact that these stipends have been withheld in case of those who appeared in the above examinations held in 1930?

(*d*) If withheld, what are the reasons for withholding the same?

(*e*) If not withheld, when is the Delhi University likely to start paying the same?

(*f*) Are these stipends paid monthly? If not, at what intervals?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: (*a*) A statement giving the information asked for is placed on the table.

(*b*) and (*c*). No.

(*d*) Does not arise.

(*e*) Payment is made on receipt of bills from the colleges in which the scholarship-holders are enrolled.

(*f*) The scholarships are payable monthly, except during the long vacation.

Scholarships awarded by the Delhi University.

(Excluding certain endowed scholarships.)

(1) Eight scholarships of Rs. 10 per mensem each, *plus* tuition fee, to students who have secured the highest percentage of marks in the Matriculation or an equivalent examination and who also satisfy the University in any supplementary examination that may be demanded by it.

(2) Five scholarships of Rs. 10 per mensem each, *plus* tuition fee, on the results of the Intermediate examination in Arts.

(3) Three scholarships of Rs. 10 per mensem each, *plus* tuition fee, on the results of the Intermediate examination in Science.

(4) One scholarship of Rs. 10 per mensem, *plus* tuition fee, to a woman student on the results of the Intermediate examination in Arts and Science taken together.

(5) Two scholarships of Rs. 25 per mensem each, on the results of the B.A. examination.

(6) Two scholarships of Rs. 25 per mensem each, on the results of the B.Sc. examination.

SALE TO THE PUBLIC OF COPIES OF THE PUNJAB POLICE RULES.

598. ***Mr. Bhuput Sing:** Will Government be pleased to state:

(*a*) whether copies of the Punjab Police Rules (which are also applicable to the Delhi Province) are sold to the public;

(*b*) if the answer is in affirmative, the depots or places where they can be had;

(*c*) if not, the reason or reasons for which they are not sold to the public?

The Honourable Sir James Crerar: (*a*) and (*b*). The Punjab Police Rules are available on sale and can be had from the Superintendent, Government Printing, Punjab, Lahore.

(*c*) Does not arise.

RATES FOR FILTERED WATER IN NEW DELHI.

599. ***Mr. Bhuput Sing:** Will Government be pleased to state:

(*a*) the number of houses owned by Government and the number that belong to private persons under the New Delhi Municipal Committee;

(*b*) whether ferrule rates of filtered water supply under para. 15C and para. 3 Table B, of New Delhi Municipal Committee Byelaws of Domestic Water Supply are applicable to both descriptions of houses;

(*c*) if the answer is in negative, the reason or reasons for the distinction?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: (*a*) Excluding houses intended for occupation by the staff of His Excellency the Viceroy, and His Excellency the Commander-in-Chief and the houses recently built for Press employees and for the employees of the Posts and Telegraphs Department, there are 2,215 house owned by Government. The number owned by private individuals is about 300.

(*b*) The filtered water supply in New Delhi has not yet been transferred to the New Delhi Municipal Committee and the bye-laws framed by that body are not therefore applicable to either class of houses.

(*c*) In the case of officers' bungalows and private owned houses, water charges are recovered on the basis of meter readings, while in the case of Government orthodox and unorthodox clerks' quarters other than certain of the Posts and Telegraphs Department quarters, which are not metered, a flat rate is levied based on the average consumption of water. A flat rate is adopted to effect a saving in labour and expenditure.

DEVELOPMENT OF CONNAUGHT PLACE, NEW DELHI.

600. ***Mr. Bhuput Sing:** (*a*) Will Government be pleased to state whether Government propose to develop the Connaught Place in New Delhi, which, according to the Government Circular issued in March, 1924, is designed to be the principal business centre in New Delhi on the lines of the Sir Stuart Hogg (Municipal) Market in Calcutta? If so, when and if not, why not?

(*b*) Will Government be pleased to state the reason or reasons for which urinals and latrines for the use of the public have not yet been constructed at the business centre in the Connaught Place, New Delhi?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: (*a*) New Delhi cannot yet aspire to have a market like the one in Calcutta. But such development as is possible is being made.

(*b*) The necessity for these conveniences has not hitherto been urged.

Mr. K. Ahmed: There was no such statement made in March, 1924, by the Government?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: Quite.

NAMING OF ROADS AND NUMBERING OF HOUSES IN NEW DELHI.

601. ***Mr. Bhuput Sing:** Will Government be pleased to state:

(*a*) the reason or reasons for which all the roads in New Delhi have not yet been named and name-boards not put up on those which are already existing under section 179 of the Punjab Municipal Act (which is also applicable to the New Delhi Municipal Committee); and

(*b*) the reason or reasons for which the number-plates have not yet been put up on all private houses in New Delhi as required by the Municipal rules?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: (*a*) All the main roads have now been named and name-boards put up. One or two new roads still lack names and boards.

(*b*) Number-plates are now being put on all private houses. The delay has been due to some uncertainty as to where responsibility lay.

UNFILTERED WATER SUPPLY IN DARYAGANJ, DELHI.

602. *Mr. Bhuput Sing: Will Government be pleased to state when the unfiltered water supply is going to be extended to that portion of Daryaganj, in Delhi, which has not yet been provided with such supply yet?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: This cannot be done until the pumping plant is extended and the Municipal Committee finds funds for the work.

RAILWAY POSTERS DESIGNED BY MESSRS. VEEVERS AND TAIT.

603. *Mr. Bhuput Sing: Will Government be pleased to state:

(a) whether their attention has been drawn to the fact that there are existent on the hoardings of various railway stations in India posters signed "H. Veevers" and "G. Tait"? Among which may be cited:

(i) by H. Veevers:—(1) Darjeeling, (2) Shillong, (3) Naini Tal.

(ii) by G. Tait:—(1) Kashmere, (2) Delhi, (3) Konarak;

(b) whether Messrs. Veevers and Tait belong to any Department of Government service;

(c) if so, the Department or Departments to which they belong and the salary which each gets;

(d) whether their main duties consist of the preparation of designs;

(e) if not, whether they prepared those designs in their off times and also if they were paid extra remuneration for those designs and for any other designs that have been obtained from those artists by the Central Publicity Bureau of the Government of India Railway Board and/or different Railway Administrations, State or Company managed, mentioning specifically (i) title of the design, (ii) name of the artist, (iii) amount paid for the design, and (iv) the party purchasing the design, whether the Central Publicity Bureau or any Railway Administration;

(f) whether there are in the employment of the Government persons, other than Messrs. Veevers and Tait, who turn out designs and whose preparations have been made use of; and

(g) if the answer is in affirmative, the names and other details of such persons?

Mr. A. A. L. Parsons: (a) Government are aware of this.

(b) and (c). Yes; the Central Publicity Bureau of Indian Railways. Mr. Tait's salary is Rs. 2,250 per month, while that of Mr. Veevers is Rs. 650 per month.

(d) No, but it is one of Mr. Tait's duties to supervise the production of posters.

(*e*) Mr. Tait was paid nothing for any of the posters painted for the Central Publicity Bureau, while Mr. Veevers has been paid the following sums for posters which he has produced for Indian Railways in his spare time:

	Rs.
Darjeeling	250
Shillong	250
Naini	250
Dakore	250
Mount Abu	200

Mr. Veevers also won one of the prizes offered by the Central Publicity Bureau at the last Simla Fine Arts Exhibition.

(*f*) Yes.

(*g*) Mr. Martin Jones, Deputy Traffic Manager, has been paid a sum of Rs. 300 for a poster for Burma Railways.

ESTABLISHMENT OF A CO-OPERATIVE TRAINING INSTITUTE AT BOLPUR AND GOSABA.

604. ***Maulvi Muhammad Shafee Daoodi:** (*a*) Is it a fact that the proposals put forward by Sir Daniel Hamilton at the Scottish Church College Prize-giving on December 15, 1930, for the establishment of a Co-operative Estate has been agreed to by the Government of India, as reported in the *Statesman*, dated the 29th January, 1931?

(*b*) Have the Government of India agreed to lend about Rs. 1,50,000 for the establishment of a Bolpur-Gosaba Co operative Training Institute in view of the recommendations of the Royal Commission on Agriculture in India?

(*c*) Are the Government of India aware that a full-fledged permanent Co-operative Training Institute has been started at Sabour (Bhagalpur), by the Bihar and Orissa Co-operative Federation, and is located not very far off from Bolpur in the spacious buildings of the old Bengal Agricultural College?

(*d*) Are Government prepared to consider the advisability of suggesting to Sir Daniel Hamilton to take advantage of the already established Sabour Co-operative Training Institute in his scheme, and instead of dividing his Institute into two parts, one situated at Bolpur and the other at Gosaba, to arrange for the training of his Co-operative Workers partially at Sabour and partially at Gosaba?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: (*a*) and (*b*). The Government of India have not yet received any complete proposals. Sir Daniel Hamilton was told in private letters from the Honourable the Finance Member, dated January 3rd and January 15th, that if he could work out details for his schemes in consultation with the Bengal Government to their satisfaction, then the application for financial assistance from the Government of India on the scale suggested would receive sympathetic consideration. Since then no further communication has been received from Sir Daniel Hamilton.

(*c*) Yes.

(*d*) The Honourable Member's suggestion will be considered when detailed proposals are submitted to the Government of India.

Mr. K. Ahmed: In view of the fact that the Honourable the Finance Member travelled in a special train with Sir Daniel Hamilton after the second week of December last, will the Honourable the Finance Member make a statement and give us some hope with regard to the time that has been spent and the money that has probably been utilised for the special train journey?

The Honourable Sir George Schuster: I do not think I can add to the information given by my Honourable colleague.

Mr. K. Ahmed: In view of the fact that the Honourable the Finance Member's colleague Sir Fazl-i-Husain has said that in the first week and second week of January certain correspondence passed beween Sir Daniel Hamilton and the Honourable the Finance Member, and thereafter the Honourable the Finance Member took a special train from Calcutta and travelled together with Sir Daniel Hamilton from that place, he must have had a long talk with him on this subject and naturally this House expects to know what was the useful conversation that passed between him and Sir Daniel Hamilton. Otherwise there would be no meaning in it at all.

(No reply was given.)

NON-GRANT OF DEWALI HOLIDAYS TO THE STAFF OF THE OFFICE OF THE CHIEF ENGINEER, NEW DELHI.

605. ***Mr. B. N. Misra:** (*a*) Is it a fact that on all occasions when the Government offices are closed under the Negotiable Instruments Act, there is always a duty staff to attend office?

(*b*) Is it a fact that the clerks whose turn happens to fall due are made to attend office irrespective of their religion?

(*c*) Is it a fact that on the last Devali holidays the office of the Chief Engineer, New Delhi, was not closed on the 22nd and 23rd October last, in spite of the fact that the holidays were given under the Negotiable Instruments Act?

(*d*) Is it a fact that on a representation from the Hindu staff, the Personal Assistant to the Chief Engineer ordered that those who wanted to absent themselves on account of the festival should apply for two days' casual leave?

(*e*) Is it a fact that, in spite of the leave being granted, the Personal Assistant to the Chief Engineer ordered that the Superintendents would be responsible for the working of the office?

(*f*) Are Government aware that, as a result of the order, the Superintendents pressed the Hindu clerks to attend during these two days?

(*g*) If so, what measures do Government propose to adopt to remove this grievance of the clerks?

Mr. Tin Tut: (*a*) This is the general practice.

(*b*) No.

(*c*) Holidays were given in the Chief Engineer's office on Monday and Tuesday, the 20th and 21st October, 1930, on account of *Devali*. These were gazetted holidays under the Negotiable Instruments Act. Holidays were not granted on the 22nd and 23rd, which were merely local holidays, as the state of work did not permit it.

(*d*) Yes.

(*e*) The leave was granted subject to adequate arrangements being made for the disposal of work in Sections. The Superintendents concerned were directed to ensure this.

(*f*) No Superintendent directed the Hindu clerks to attend office during these two days.

(*g*) Does not arise.

EMPLOYMENT OF MR. HUGHES IN THE HORTICULTURAL DIVISION NEW DELHI.

606. ***Mr. B. N. Misra:** (*a*) Is it a fact that Mr. Hughes has been called on deputation by the Public Works Department, Delhi, to be attached to the Horticulture Division, as Superintendent of Gardens?

(*b*) If so, will Government please state what technical qualifications does he possess, what pay he was drawing while in the employ of the Punjab Government and what pay he has been offered by the Public Works Department, Delhi?

Mr. Tin Tut: (*a*) Yes. It has, however, been decided to revert Mr. Hughes to his post under the Punjab Government.

(*b*) Mr. Hughes has had four years' experience in private gardens in England and three years' at the Royal Botanic Gardens at Kew, where he attended courses in the following subjects for which he holds certificates:

(i) Economic Botany.
(ii) Physics and Chemistry.
(iii) Systematic and Geographical Botany.
(iv) General Botany.
(v) Plant Pathology.

In the Punjab he holds the post of Superintendent of Archæological Gardens on a scale of pay of Rs. 250—50/2—300—20—700—750. He has been granted a pay of Rs. 650—20—670 in the Public Works Department, Delhi.

CASES TRIED UNDER THE REGULATIONS OF 1883 IN THE NORTH WEST FRONTIER PROVINCE.

607. ***Dr. Ziauddin Ahmad:** (*a*) Will Government be pleased to mention the number of cases tried under the Regulations of 1883 in the North West Frontier Province (i) from 1891 to 1900, (ii) from 1921 to 1930? What is the total number of persons who were acquitted in these two periods?

(*b*) Are Government prepared to inquire into the working of these Regulations?

Mr. J. G. Acheson: (*a*) No such Regulations are in force in the North West Frontier Province.

(*b*) Does not therefore arise.

COMMITTEES AND COMMISSIONS PAID FOR BY THE GOVERNMENT OF INDIA.

608. *Dr. Ziauddin Ahmad: (a) Will Government be pleased to give the names of the Committees and Commissions of inquiry whose expenses were paid by the Government of India during the calendar year 1930?

(b) What is the total amount of money paid by the Government of India for the working of these Committees and Commissions?

The Honourable Sir James Crerar: The information asked for is being collected and will be supplied to the Honourable Member in due course.

RECRUITMENT OF INDIANS TO THE MILITARY ENGINEERING SERVICE.

609. *Dr. Ziauddin Ahmad: (a) Will Government be pleased to give the total number of officers in the gazetted cadre in the Military Engineering Service of the Indian Army?

(b) Is it a fact that there is not a single Indian in this cadre?

(c) Are Indians of requisite qualifications not available for the said cadre?

(d) What steps, if any, have Government taken for the recruitment of Indians in this cadre?

Mr. G. M. Young: (a) to (d). There are 232 commissioned officers and four civilian gazetted officers in the Military Engineering Service. Three of the civilian officers are Indians. So far no Indian has received a commission in the Engineers as the Royal Military Academy, Woolwich, has only recently been opened to Indians.

RECRUITMENT TO THE CIVIL, ELECTRICAL AND MECHANICAL BRANCHES OF THE INDIAN STATE RAILWAY SERVICE.

610. *Dr. Ziauddin Ahmad: (a) Will the Government of India be pleased to state the number of candidates recruited by the Public Service Commission through competitive examination for the Civil, Electrical and Mechanical branches of the Indian State Railway Service?

(b) How many of them have left the service?

(c) How many are still waiting for confirmation?

(d) Is it not a fact that persons recruited for a particular branch of engineering work were often those who obtained their degrees in some other branch of engineering?

Mr. A. A. L. Parsons: (a) Of the branches of State Railway Service mentioned by the Honourable Member, the only one to which recruitment is made by competitive examination is the Civil Engineering branch, that is, to the Indian Railway Service of Engineers. The number of recruits to this service through competitive examination since the recruitment by the Public Service Commission was commenced in 1927, has been 30.

(b) None.

(c) Recruits are, in the first instance, appointed on probation for a period of three years. All who have completed their period of probation have been confirmed, with the exception of two, whose period of probation has been extended.

(*d*) The degrees which are accepted from candidates desirous of admission to the competitive examination are detailed in rule 10 of the Regulations for the recruitment in India for the Indian Railway Service of Engineers, copies of which are in the Library. These allow the admission of candidates who may have obtained degrees in branches of engineering other than civil engineering, to the competitive examination for the Indian Railway Service of Engineers, but the standard and syllabus of that examination are designed to elicit whether such candidates are likely to be suitable recruits for the Indian Railway Service of Engineers, and their appointment depends on the results of this competitive examination. In the last three years, out of the total recruitment of 23 by competitive examination in India to the Indian Railway Service of Engineers, five of the successful candidates were graduates in Mechanical Engineering.

REPORT OF THE HIDE CESS INQUIRY COMMITTEE

611. ***Dr. Ziauddin Ahmad:** Will Government give an opportunity to the Legislative Assembly to discuss the report of the Hide Cess Inquiry Committee?

The Honourable Sir George Rainy: Local Governments have been consulted on the recommendations made in the Report of the Hides Cess Inquiry Committee and their views are awaited. Government are not yet, therefore, in a position to say what action they will take on those recommendations.

ARREST OF CERTAIN EMPLOYEES OF THE NORTH WESTERN RAILWAY WORKSHOPS.

612. ***Maulvi Badi-uz-Zaman:** (*a*) Has the attention of Government been drawn to the allegations under the heading "Six Railway Men Arrested" and remanded into police custody for stealing some railway property which appeared in the *Civil and Military Gazette*, dated February 5th, 1930?

(*b*) What were the findings of the Police and Departmental inquiry and what punishment, if any, was accorded to the Shop Foreman and five mistries, accused of stealing?

(*c*) Did any of the witnesses say that this motor lorry was going to the bungalow of Mr. Louise, the Shop Foreman accused under his orders?

(*d*) Is it a fact that as stated in the evidence of Deputy Superintendent, North Western Railway Printing Press, the accused in the Dussera bomb case are the same employees of the North Western Railway workshop who gave evidence against the Shop Foreman, the accused in this theft case?

Mr. A. A. L. Parsons: Government have seen the paragraph mentioned by the Honourable Member, but have no other information with regard to this incident. I am ascertaining the facts from the Agent of the North Western Railway, and, on hearing from him, will send the Honourable Member a reply to his question.

APPOINTMENT OF SUPERINTENDENT, TIMBER DEPOTS, NORTH WESTERN RAILWAY.

613. ***Maulvi Badi-uz-Zaman:** (*a*) Will Government be pleased to state the reasons which led to the creation of an additional post of Superintendent, Timber Depots on the North Western Railway?

(*b*) Is it a fact that there are only four Muslim clerks out of a total of 30 in the office of the Track Supply Officer, North Western Railway and that some Muslim clerks were appointed in the lowest class last year and their services have been dispensed with after some months' engagement? If so, on what grounds?

(*c*) Have any complaints been received that the treatment of the Superintendent, Timber Depots, North Western Railway, is not good towards the staff serving under him?

Mr. A. A. L. Parsons: (*a*) I have called for information from the Agent, North Western Railway, and will communicate with the Honourable Member on its receipt.

(*b*) Government have not got information about individual offices, but the Agent of the North Western Railway is very well aware of the policy of Government with regard to communal representation, and I will send him a copy of the Honourable Member's question.

(*c*) Government have received no such complaints; but the Honourable Member's question will be brought to the notice of the Agent, North Western Railway.

PERMANENT WAY MATERIAL PURCHASED ON THE NORTH WESTERN RAILWAY.

614. ***Maulvi Badi-uz-Zaman:** Will Government be pleased to state if there has been a heavy purchase by the North Western Railway Track Supply Officer much above requirements of the distance pieces (an item of permanent way material)? If so, why? At what rate was it purchased and at what rate has it been brought back to the books after being classed as surplus? What amount has been written off on this account?

Mr. A. A. L. Parsons: (*a*) These distance pieces were purchased in 1926 according to the programme of requirements, but subsequently, better types of cast iron plate sleepers have been evolved and have rendered the remaining stock of these fittings obsolete. It paid to adopt the new type of cast iron plate which was cheaper even though the distance pieces were rendered obsolete by doing so.

(*b*) This material was purchased in different instalments. The average purchase rate was approximately three annas each.

(*c*) They have not been classed as surplus.

They are obsolete now and have to be disposed of for what they can fetch.

(*d*) No amount has yet been written off on this account as this will depend on the sale price.

ALLEGED IRREGULAR PAYMENTS MADE TO THE UNLOADING CONTRACTOR AT SHAKUR BASTI ON THE NORTH WESTERN RAILWAY.

615. ***Maulvi Badi-uz-Zaman:** Is it a fact that some undue items were paid to the loading and unloading contractor at Shakur Basti recently by the Track Supply authorities of the North Western Railway? If so, what disciplinary action was taken against the party in fault?

Mr. A. A. L. Parsons: No such case has been reported to the Railway Board. I am asking the Agent, North Western Railway, for information and will communicate with the Honourable Member later.

STAFF AND WORK IN CERTAIN AUDIT OFFICES ON THE NORTH WESTERN RAILWAY.

616. *Maulvi Badi-uz-Zaman: Will Government be pleased to state:

(a) the total number of Class I and Class II clerks in the Office of the Chief Auditor, North Western Railway and what criterion has been prescribed for clerks for promotion from the lower class to the upper class;

(b) the difference in the nature of work performed in the Statutory Audit Offices and Government Examiners of Accounts on the Company-managed railways.

(c) when the system of daily diary was instituted in the Office of the Chief Auditor, North Western Railway, and what led to the introduction of this on this particular railway; and

(d) if it is a fact that no such system of daily progress report is in force on other railways?

The Honourable Sir George Schuster: Information is being obtained and a reply will be sent to the Honourable Member as soon as possible.

PARTICIPATION OF EMPLOYEES OF THE RAILWAY CLEARING ACCOUNTS OFFICE IN AN ANTI-GOVERNMENT DEMONSTRATION.

617. *Maulvi Badi-uz-Zaman: (a) Is it a fact that some employees of the Railway Clearing Accounts Office participated in the demonstration on Mr. Gandhi's arrest in June, 1930?

(b) If the reply to part (a) is in the affirmative, will Government be pleased to state:

(i) how many clerks of the said office joined that demonstration, and how many of them were injured as a result of a *lathi* charge by the police; and

(ii) how many of them were admitted in the hospital?

(c) Is it a fact that they carried a separate flag with the name of their office on it and were shouting along with other slogans "Rai Bahadur Fakir Chand ki jai"?

(d) Did Government receive any report on the aforesaid allegations? If so, what action was taken on it?

(e) What departmental action, if any, was taken against the accused?

Mr. A. A. L. Parsons: (a) No.

(b) Does not arise.

(c) No.

(d) The attention of the Director, Railway Clearing Accounts Office, was drawn to a rumour in this connection by the police. But on investigation it was discovered to have no foundation.

(e) Does not arise.

Mr. K. Ahmed: What step have the Government taken with regard to the allegation made in that paper which is a false one?

Mr. A. A. L. Parsons: The Honourable Member will get his reply when I reply to the next question.

ATTENDANCE OF EMPLOYEES OF THE RAILWAY CLEARING ACCOUNTS OFFICE AT LECTURES AND MEETINGS ARRANGED BY THE CONGRESS.

618. ***Maulvi Badi-uz-Zaman:** Did the Superintendent of Police (C. I. D.), Delhi, draw the attention of the head of the Railway Clearing Accounts Office to the fact that the clerks of his office and their families were attending the lectures and meetings arranged by the Congress? If so, what action, if any, was taken by the head of the Railway Clearing Accounts Office, on the report?

Mr. A. A. L. Parsons: The police report received in this connection was jointly investigated by a police officer and the Director, Railway Clearing Accounts Office, who both came to the conclusion that there was no proof to support the allegations, and consequently no ground for any further action.

Mr. B. Das: May I inquire if it is the opinion of the Honourable Member that if members of the families of Government servants attend Congress functions, they are to be penalized?

Mr. A. A. L. Parsons: Fortunately, Sir, I have not had to form any opinion.

Mr. B. Das: May I inquire what is the opinion of the Government of India; whether they in any way hold families of Government servants liable for being penalized if they take part in public movements?

Dr. A. Suhrawardy: Sir, is it in order to ask a question inviting an expression of opinion?

Mr. President: No.

Mr. B. Das: Then why do we ask questions here?

Mr. President: The Honourable Member cannot ask for opinions. He can ask whether any information which he may have received is true. It is really a question of knowing how to frame your questions.

Mr. B. Das: May I inquire from the Honourable the Leader of the House if in any instance Government have penalized the families of Government servants when they have taken part in public movements?

Mr. President: A question has been put.

The Honourable Sir James Crerar: I think, Sir, that question might more appropriately be addressed to me. The answer is that if the persons referred to by the Honourable Member have not committed an offence against the law, they will not be penalized; if they have, they will run that risk. (Applause.)

Mr. B. Das: May I further ask the Honourable Member if Government servants can be penalized for the conduct of their family members if the latter take part in public movements?

The Honourable Sir James Crerar: I think the reply I have already given covers the Honourable Member's supplementary question.

ELECTION OF MEMBERS TO THE COURT OF THE UNIVERSITY OF DELHI.

Mr. President: I have to inform the Assembly that the following Members have been elected to the Court of the University of Delhi, namely:

1. Mr. Amar Nath Dutt.
2. Mr. Muhammad Yamin Khan.
3. Mian Muhammad Shah Nawaz, and
4. Pandit Satyendranath Sen. (Applause.)

THE RAILWAY BUDGET—GENERAL DISCUSSION.

Mr. President: The Assembly will now take up the general discussion on the Railway Budget. I hope that every Honourable Member taking part in the discussion will try to conclude his observations within 20 minutes.

Mr. C. S. Ranga Iyer (Rohilkund and Kumaon Divisions: Non-Muhammadan Rural): Sir, I do not rise to congratulate, as is the custom on these important occasions, the Honourable the—as he has been described in the Budget speech—"Railway Member"; and my reason for not rising to congratulate him is his enunciation more or less on the lines of a late lamented Secretary of State for India, the late Lord Morley, who was responsible for introducing, so far as my knowledge goes, the rather vicious system of representation in a communal manner in the Legislatures of the land. Sir, I have never been a communalist; and it has been my misfortune to have had to fight the Hindu Mahasabha out in the country, even, as I said the other day, when the tide was against us; and I think it is my misfortune here today to fight the policy which the Honourable the Railway Member has thought fit to announce to this House. That policy, Sir, is contained in these words: "One is the representation of Muslims in the railway service."

I do not go further into that; that one sentence is sufficient for my purpose. Sir, I do not agree to the representation of the Mussalmans in any particular service any more than I agree to the representation, as such, of the Anglo-Indians, the depressed classes, the Jains, the Jews and other minorities in the country. Sir, I would rather adopt in this particular matter the policy that is prevalent in all civilized countries of the world, including the country from which the Honourable the Leader of this House comes, even though owing to his long stay in this country he appears to have become a convert to communalism.

Sir Hugh Cocke (Bombay: European): That has been forced on him.

Mr. B. Das (Orissa Division: Non-Muhammadan): Does the Honourable the Leader of the House come from Scotland or England?

Mr. C. S. Ranga Iyer: My friend, Mr. B. Das, wants to know whether he comes from Scotland or England. But if he reads Dean Inge's book on "England", he will find that Scotland, England and, for the matter of that, Ireland are, so far as India is concerned, one. But, Sir, neither the English nor the Scottish spirit prevails, so far as this particular thing is concerned.

Mr. K. Ahmed (Rajshahi Division: Muhammadan Rural): But what about the Oriya language?

Mr. C. S. Ranga Iyer: Mr. K. Ahmed will have it out with Mr. B. Das, but as Mr. President has stated that the time is limited, I want that he should extend to me the same courtesy which I propose to extend to him and to every other Member of this House, because it is extremely unfair that by his interruptions I should be deprived of the opportunity of developing my arguments. But I say that so far as the Oriya question is concerned, it is a matter for the Oriya people and their neighbours in Calcutta. Now, Sir, I would like to develop my argument. I believe in what we have been told by the British Government in Great Britain and only lately by the British Government in this country—efficiency. The moment you say that representation in the railway services is to be based on communalism, be it Hinduism, Muhammadanism, Judaism or any kind of "ism" including the "ism" of the depressed classes, then you also make up your mind that the services in future should not be so very efficient as they have been in the past. Sir, this is a matter in which I very much feel like using very strong language, because you cannot condemn it in too strong a language. The strongest language that you are capable of will not represent the mischief that this mischievous system is going to introduce for the future generations of this country. Sir, 150 years ago when the British Government came into this country, even a hundred years ago, they did not propound this policy, and now when they are beginning to pack off from this country, now that they are preparing to go away bag and baggage, now that the declaration has gone forth about Dominion Status and the development of Dominion Status institutions in this country, and now that great conversations in that direction are in a most extraordinary and unexpected but in an exceedingly interesting and hopeful manner developing in the neighbourhood of this House, Government are trying to leave behind them a legacy of utter mischief and utter disaster for this country. Sir, I consider that this attitude of the Honourable the Railway Member is what he prophesied the other day, something in the nature of a boomerang recoiling from this side to the other side. I never thought that this boomerang was going to be hurled by the Honourable the Railway Member not only against us but against generations unborn by introducing the mischievous system, the vicious system, the pernicious system, of communal representation in the services. Sir, far be it from me to condemn Muhammadan rights; far be it from me to condemn the rights of the depressed classes. Sir, I say the Railway Member is not honest in this policy. I do not want to say that he is dishonest, but he is not honest in his generosity. We know that he is a very honest gentleman, but I am considering the policy and the policy is not honest in its generosity, because he concedes it only to the Muhammadans.

Mr. K. Ahmed: Is not monopoly a dishonesty?

Mr. C. S. Ranga Iyer: If you concede it to the Muhammadans—by all means concede it to them because you have made up your minds that there will be communal representation—why not concede it to the depressed classes? The bureaucracy in this country has ever been imitating the wily crocodile whenever the case of the depressed classes is taken up.

[Mr. C. S. Ranga Iyer.]

Why do you not concede it to the other minorities in this country? Are there not other minorities in this country? Why should there be an inquiry only about Muhammadans? Why should no inquiry be made about the Anglo-Indians to see how far they dominate in the railways in proportion to their population? If you want to carry on the absurdity of this communal representation, face it out and carry it to its logical conclusion. The Honourable the Railway Member has introduced a most vicious system—I am against any communal representation of any kind whatever—but if he were honest about the business, he should have faced the issue and carried it out to its logical conclusion. He is laying down a principle which is certainly going to recoil not only upon us, but upon generations unborn like a boomerang which he prognosticated on a much simpler issue the other day. I should like to know whether the Government of India are going to lay down a policy of communalising the services in the future. If you are going to communalise the services in future, you are going to strike at the root of efficiency. I do not think that a single honest Muhammadan, or a single honest Hindu, or a single honest member of the depressed classes will agree with this policy.

Dr. A. Suhrawardy (Burdwan and Presidency Divisions: Muhammadan Rural): What about the policy of Indianisation, which strikes at the root of efficiency?

Mr. C. S. Ranga Iyer: The policy of Indianisation if it strikes at the root of efficiency is a matter which the Honourable gentleman who interrupted me should have developed in his own extraordinary document connected with the Central Committee's Report. I am now concerned with the policy of communalisation; I am not concerned with the policy of nationalisation. If he is opposed to the policy of nationalisation, he is entitled to go and vote with those who are opposed to that policy. But I am opposed to the policy of communalisation, and communalisation is the policy which the Government of India, for reasons best known to themselves, are inaugurating in this country today. Sir, the Honourable the Railway Member should not have rushed, but should have waited. He has got more faces than one. We know him today as the Railway Member; we know him at the interpellation time as the Commerce Member, and we know him at the political debate as the Leader of the House. He has three faces; he is the *Brahma*, *Vishnu* and *Shiva* of this House. (Laughter.) And now we find that he has a fourth face, the communal face. Sir, it is a most mischievous thing. Communal representation in the constitution of the Legislatures was the limit beyond which even advanced Muhammadan nationalists were not prepared to go; but the Honourable the Railway Member has made up his mind to destroy the services of the future by striking at the root of efficiency and sowing the seed of mischief. I think it is utterly mischievous that the Railway Member should arrogate to himself the function of laying down a policy like this for India's future administrators. It is a vicious policy; it is a wicked policy; it is a dangerous policy; it is a poisonous policy and it is a policy which is going to recoil on the heads of generations unborn.

Mr. K. Ahmed: What logic is there in getting hold of that idea?

Mr. C. S. Ranga Iyer: You may catch hold of the magic that is in your brain and you may develop your argument in your magical way. (Laughter.)

Mr. President: Order, order. The Honourable Member should address the Chair.

Mr. C. S. Ranga Iyer: Sir, the Honourable Member asked me what logic there was in that idea and I was telling him that he could make use of the magic that was in his brain and develop his argument as a magician.

Then, Sir, I come to the other aspect of the Railway Budget, and that I admit is a shining feature of this Budget, because the Honourable the Railway Member, as we are asked to call him, says:

"A ten per cent. cut in salaries applicable only to the gazetted and upper subordinate establishments would yield therefore a sum substantially less than Rs. 1 crore a year." *etc., etc.*

Therefore the very idea that the Railway Member has been contemplating a cut from the upper subordinate services upward is interesting. Sir, about seven years ago, in this Assembly I developed the argument and I gave facts and figures to show how these railway services are more highly paid than any services in any other part of the world. At that time my Honourable friend, Sir Clement Hindley, was not inclined to agree with me. I am very pleased that the Honourable the Railway Member has considered it in these terrible times, rather gloomy times, through which we are passing; and therefore the Railway Member has shown that he is capable of taking up an attitude of self-abnegation, an attitude of generosity and an attitude of self-sacrifice. It will begin with the upper subordinates and fall on the highly paid, which is retrenchment at the top. And I think he has done a very good thing and thought of initiating a very good policy and setting a very good example that the larger the salary the greater must be the sacrifice. That is a policy for which I think generations unborn will gratefully remember the Honourable the Railway Member, for we have always been talking not only of Indianisation but also of economy.

The Honourable Sir George Rainy (Member for Commerce and Railways): Sir, if the Honourable Member will forgive me, perhaps he will refer me to the particular part of my speech where he finds that.

Mr. C. S. Ranga Iyer: I thought the Railway Member was seriously considering a ten per cent. cut in salaries applicable only to gazetted and upper subordinate establishments as yielding a sum of one crore a year when he said:

"It will be obvious from these figures that if a really substantial saving in expenditure is to be effected, the reduction will have to go right down the scale excluding only the lowest paid establishments."

Therefore I believed, Sir, that he was contemplating a cut in regard to those who are getting a higher salary and not the lowest paid establishments, as he has showed a good deal of sympathy with regard to the lowest paid establishments in paragraph 19 and partly in paragraph 20 of his Budget speech. I do not want to read them to the Honourable the Commerce and Railway Member and waste my own time and his. But I see that he is rather hesitating to go down in history as the inaugurator of a new policy of economy. Whether he hesitates or not, I would

[Mr. C. S. Ranga Iyer.]

suggest to him that a little more than 10 per cent. sacrifice should be introduced in regard to the higher services, 5 per cent. from Rs. 100 to 500, 10 per cent. from Rs. 500 to 1,000, 15 per cent. from Rs. 1,000 to 1,500, 20 per cent. from Rs. 1,500 to 2,000, 25 per cent. from Rs. 2,000 to 3,000 and 30 per cent. above that. (Applause.) This will not be found to be a great sacrifice.

The Honourable Sir George Rainy: May I ask the Honourable Member what percentage he would apply to the Railway Member?

Mr. C. S. Ranga Iyer: I am not anxious to apply any percentage to the Railway Member as he is the most overworked man in this House. He has got a triple personality as the Leader of the House and also as the Commerce Member and the Railway Member and I always believed "every labourer is worthy of his hire". (Laughter.) Therefore I will put no cut upon him, especially as he has thought of cutting the salary from the upper subordinates upwards and introducing thereby a policy of economy in the future. I would on the other hand put it to the Honourable the Railway Member to supply to this House abundant information as regards the comparative scale of salary of men similarly situated, that is to say, officers on the Railways in other parts of the world. It is within the province of the Railway Board to collect this information and I will ask him to place this information before this House.

Mr. C. C. Biswas (Calcutta: Non-Muhammadan Urban): What is the highest salary of the upper subordinate staff?

Mr. C. S. Ranga Iyer: The Honourable Member will find it in the Budget papers. It is comparatively high.

Mr. C. C. Biswas: It is not so high as you imagine.

Mr. C. S. Ranga Iyer: It may not be as high as I "imagine", but it is as high as is recorded in these papers, because in the Budget papers we do not go by imagination, and if I were to read the figures of all the higher salaries given in these papers it would take up much of my time and therefore the Honourable Member should find them out for himself. But in the meantime I will go on with my argument, and that is this, that if the Honourable Member were to supply facts and figures in regard to the salary of the upper subordinates in the railways as well as higher officers in the railways, he will find that especially in regard to the higher officers in the railways the salaries are much too high. . . . .

Mr. C. C. Biswas: The higher officers are left untouched.

Mr. C. S. Ranga Iyer: I agree with my Honourable friend. He is perfectly right when he says that the higher officers are left untouched, and the economy should begin at the top, and I ask the Honourable the Railway Member to set an example by beginning the retrenchment at the top and then coming from the top to the bottom. It is one of the most heavily paid services in the world—this railway service. Now, Sir, I do not know how many minutes I have got.

Mr. President: Five or six minutes.

Mr. C. S. Ranga Iyer: I am glad, because I do not want to set a bad example by going beyond my time. I want to bring before the Honourable the Railway Member one of the promises that he had made in the past, but which he had not fulfilled completely. The promise was in regard to the Railway school in my own constituency, the Victoria Railway Middle School at Bareilly. The Honourable Sir George Rainy, speaking on the Railway Budget on the 21st February, 1929, said:

"It is our intention that, without waiting for the transfer of the schools, the pay of the existing teachers in the railway schools should be raised to the level prevailing in the province in which the school is situated. As regards the higher English schools maintained by the East Indian Railway, we have already issued specific orders to that effect."

Sir, I admit that the Honourable the Railway Member—who is never quick to make a promise but is quick to perform it—has in this performance partially fulfilled his promise and partly left it unfulfilled. In regard to high schools he has justly raised their level to that of the Government schools but he has not done so in regard to the middle schools. I give him the specific example of the Bareilly Railway Victoria Middle School, the teachers of which do not get the same pay as the teachers of the Provincial Government Middle Schools and this was a matter which was brought to his notice by Sir Purshotamdas Thakurdas who was a very valuable contributor to the Budget discussion and also by Pandit Hirday Nath Kunzru, who belongs to a society which has been doing good work alike in regard to railway and other servicemen and the amelioration of the condition of the labour people generally. Sir, the Honourable the Railway Member then made this promise and I want him to look into this matter. With these few words, I close my speech.

Mr. Muhammad Anwar-ul-Azim (Chittagong Division: Muhammadan Rural): Mr. President, I am indeed not placed in a very happy position to follow immediately the whirlwind speech of the Deputy Leader of the Nationalist Party. For, it seems to me, Sir, that by trying to impress his point for the consideration of the Members of this Assembly, he forgot many things for which we give him credit sometimes. I am not here to reply to what Mr. Ranga Iyer has said, with regard to what the Honourable the Railway Member has said at the concluding part of his speech at the time of presenting the Budget. I will not also emulate his example of criticising any matter on which I have not got first-hand information or on a matter about which I could not call myself an expert. This one day has been allotted only for criticising the general aspect of the Railway Budget as a whole, as it is presented to the House and also incidentally for suggesting one or two matters which might occur to the individual Members of the Assembly in passing. On the whole reviewing the speech of the Honourable the Railway Member, one finds that the situation in which the Railway Department has been placed is not a very happy one. For, the Honourable Member himself has told us, Sir, that on account of the many reasons over which the Government of India had no control, there is likely to be a deficit of 5½ crores, and that will have to be met from various sources that he has mentioned in the body of his speech. I am sure, Sir, it will not be right on my part to suggest that the Railway Member or his colleagues on the Railway Board have not taken all aspects together and that they have not come to the decision to which they have come regarding the Budget figures. But still one or two matters which might be touched upon in this connection are these. The Honourable the

[Mr. Muhammad Anwar-ul-Azim.]

Railway Member has said that this decrease in the income of the railways from the traffic side had many reasons. I am sure, Sir, there will not be anybody in this House, not even Mr. Ranga Iyer, who can deny that the disorderly movement which was started in the beginning of the financial year had a great say in making the income of the railways small. The boycott of foreign imports also to my mind had the same effect on the earnings of the railways. The Honourable the Railway Member has suggested some methods by which it may be possible to tide over the difficulty. I am sure there is a great force in the logic of his argument when he says that, starting at places, minor places, which are often overlooked by the Administration, and through which wastages are allowed to grow, if precautions of that kind are taken, railways in the long run might be able to make some savings. I can assure you, Sir, that that is a matter which should have attracted the attention of the railway authorities years and years ago. As a layman, I should have thought that, before expanding their business, they should have thought of making these economies years hence; but anyway when they have themselves taken that into their head, I hope and trust they will be able to get good results. I remember, Sir, that we were entertained to many interesting sorts of debates on the Railway Budget last year, and one was from Sir Purshotamdas Thakurdas who, during the discussion on the Railway Budget, said that the Railway Department generally did not care much for giving facilities to the carriage of agricultural products from place to place. As regards that complaint, the Railway Member has in his Budget speech this year tried to show how far it is possible under the existing circumstances to grant facilities for the carriage of agricultural products and how far in the long run they are likely to fetch income to the Railway Board. Last year Sir Purshotamdas Thakurdas was complaining that, while the grant of cheap facilities for carriage of coal from the coalfields had brought money into the coffers of the Railway Department, the same principle had not been extended to other products, and he was very solicitous for the agricultural produce of the country. This year the Honourable the Railway Member has tried to show how far, under the existing circumstances, it will be profitable if such things as cotton and oil seeds get the same concessions as coal had last year and how far they would bring money to the Railway Department.

Some time has also been devoted in this Budget speech to the amenities provided for third class passengers and the feasibility of raising railway fares. I am not an expert in figures; but it appears to me that, unless something very material occurs in the way of a change of heart of people like Mr. C. S. Ranga Iyer and others of his class on that side of the House, nothing very rosy is likely to come. I have had the privilege of listening to the Budget speech of the Honourable the Railway Members for the fifth time, and though every year they have tried to be solicitous for the welfare of the third class passengers—and we give them due credit for that—still, it seems to me there are lots of things which still require attention so far as third class passengers are concerned. If anybody has got any idea of a State railway managed by a company in my part of the country, he must have found that even the first and second class passengers have not got the requisite comforts. Here if one travels by the Great Indian Peninsula or East Indian Railways, he finds that in first class compartments the windows are so framed that they let in air from outside and give proper ventilation. But on the Assam Bengal Railway the windows in first class compartments—not to speak of third class compartments—are so made

that, if one wants to keep them closed, it is very difficult to get any air from outside; they have not got any net windows. The discomforts of the third class passengers can more easily be imagined than described; for it is common knowledge that at almost all stations on the railway system of which I am speaking, there are no raised platforms, and women are put to a lot of trouble, especially *purdanashin* ladies who go to stations in *palkis;* they are put to a hundred and one inconveniences. If the Railway Department is solicitous about the comforts of the third class passengers, I would commend these few matters for their consideration.

Again, Sir, coming to the first class railway systems like the East Indian Railway and others, you will have noticed if you have been to Calcutta that the servants' compartments attached to first and second class bogies are called third class compartments; but the servants after all are human beings and have got to comply with the requirements of nature; and except one small opening in the middle of the carriage there is no convenience either for water or other things in a sheltered way. There is a railway engineer listening to our talk, and I daresay he will take note of this, since the servants in these compartments have to travel thousands of miles along with their masters and they require some attention.

At one place in his speech, the Honourable the Railway Member has said that it may perhaps be necessary in order to find revenues for his part of the Government of India, that the railway fares might have to be raised. I know the Assam Bengal Railway charges about four or five times as much as the fares prevailing on other company-managed railways. For a distance of 350 miles from my station to Calcutta I pay Rs. 60, whereas from Howrah to Delhi, a distance of about 940 miles, I do not think I pay more than Rs. 60. And if in the parts where agricultural people mostly live, the third class fares are raised, I do not think it will bring in any money, let alone making any profit in that direction.

I shall only refer to one or two more matters and I shall finish. If the Railway Administrations are solicitous of taking the public into their confidence, and if they feel that there is justification for the clamourings of Members here for taking them into their confidence, I think that is only possible through the Central Advisory Council for Railways and also through the Public Accounts Committee. I have a little knowledge of the Railway Finance Committee as well and the way that things are done there reflects great credit on the Financial Commissioner who presides over its deliberations, because I know that all sorts of inquiries are made and answered, and in this my friend, Mr. D. K. Lahiri Chaudhury, will bear me out when I say how patiently Mr. Parsons tries to meet our inquisitiveness, if I may so put it, in the way of gathering information.

As regards the Central Advisory Council, in the Report of the Railway Board they have said—if one goes as far back as 1921—that this was started as a result of the Report of the Acworth Committee. But on a perusal of its recommendations, one would find that Government have not been able to meet squarely all the recommendations of that Committee, but still I think from the evidence on record it will appear that Government from time to time have tried to take counsel with this Committee and that with good results. If that is a fact, Sir, then on the score of framing the general policy of the Government with regard to expansion and creating new lines, Honourable Members in this House will not have much reason to complain.

12 NOON.

[Mr. Muhammad Anwar-ul-Azim.]

Lastly, Sir, of course I shall get a chance of speaking again on some of these points more elaborately when cut motions are made, but at this stage I should like to point out that during the general discussion of the Budget last year, even his great Guru, at whose feet my friend Mr. Ranga Iyer sits every day if he happens to be in Benares, gave us this benediction—I mean the Vice-Chancellor of the Benares Hindu University. This is what he said: "I think we shall have to rise a little over our present ideas with regard to those . . . ".

Mr. C. S. Ranga Iyer: I do not want to interrupt the Honourable gentleman, but as he has made a satirical reference to a Guru, I may assure him that I do not believe in any Gurus either in politics or in religion, nor do I believe the Pandit poses as a Guru.

Mr. Muhammad Anwar-ul-Azim: In any case, Pandit Madan Mohan Malaviya is the next man after Mahatma Gandhi in this country (*Mr. Ranga Iyer*: "Hear, hear."), and this is what Pandit Malaviya said last year:

> "We shall have to rise a little over our present ideas in regard to these questions of recruitment for the public services, and I hope that the time is not far distant when we should be able to discuss such questions without imputing motives and without saying things which might unnecessarily cause friction."
>
> "I do think that the figures which have been quoted disclose that there is a great deal more to be done, and which should have been done by this time for the Moslems."

This is what Pandit Malaviya was pleased to say last year in the general discussion of the Budget on the floor of this House. In view of this, I do not think that the Honourable the Leader of the House has committed any crime in mentioning that the representation of our people will receive some consideration at the hands of Government.

Mr. K. Ahmed: Mr. Ranga Iyer must disabuse his mind.

Mr. Muhammad Anwar-ul-Azim: That being the case, Sir, Mr. Ranga Iyer can rest assured that, though really we form a minority in this House, we are not communalists; none of us are communalists absolutely.

Mr. K. Ahmed: It comes from the other side.

Mr. Muhammad Anwar-ul-Azim: It is always very easy to play to the gallery; it is absolutely easy to play to the gallery . . . .

Mr. C. S. Ranga Iyer: I did not accuse the Honourable gentleman or any Member of this House of being communal. What I stated was that the Honourable the Railway Member was inaugurating a communal policy.

Mr. Muhammad Anwar-ul-Azim: In any case, things are there; Honourable Members will be able to decide what to say and what not to say. But as I said, though we form a minority here—and that is our handicap—we have from time to time tried our best to bring to the serious consideration of the Government our position, and if the Honourable the Railway Member has said that he will supply us with a memorandum, I do not think he has committed any serious crime. In this connection I would like to add only one word. It will be in the recollection of some

of the older Members like my friend Mr. K. Ahmed, that on the 10th of March 1923, a Resolution was moved in this Assembly by Mr. K. Muppil Nair, and that was accepted by Sir Malcolm Hailey on behalf of Government. Later on Sir Deva Prasad Sarvadhikari, who, I should say, is a pet of Government, finding perhaps that the undertaking given by Government was out of proportion to his mind, moved an amended Resolution, and that was also accepted by Government. The Resolution which Sir Deva Prasad Sarvadhikari moved ran thus:

"That this Assembly recommends to the Governor General in Council that in making new recruitment to the services under the control of the Central Government, steps should be taken to secure that services are not unduly overweighed with either representatives of any one community or province and that as far as possible claims of all provinces and communities are considered."

This was accepted in 1923, in the first Assembly. It was a very representative House. We had the privilege of having there Sir Hari Singh Gour and several other brilliant men, and they agreed to this amended Resolution. Since then Government have been following some policy by which effect could be given to this Resolution . . . .

Mr. President: The Honourable Member has exceeded his time.

Mr. Muhammad Anwar-ul-Azim: If that is so, Sir, then I do not think that Government have committed any serious crime, nor can they be accused of having introduced any communal sentiment.

Lastly, Sir, my friend Mr. Ranga Iyer seems to think that, by carrying out the Government policy of giving a due and proper share to the communities on a communal basis in the administration of the country, efficiency will go. But what I say to him is this, that efficiency is not the monopoly of any particular community. Efficiency, I say again most strongly, is not the monopoly of any caste or creed. Efficiency grows as a result of education, and cultured environment, and efficiency, of course, is a thing which, to my mind, is not the monopoly of the people of the class to which Mr. Ranga Iyer belongs.

Mr. C. S. Ranga Iyer: Then go by efficiency, and not communal representation.

Mr. Muhammad Anwar-ul-Azim: And if the so-called efficiency of which he talks so much is likely to do more harm than good, and to such an efficiency as is propounded by Mr. Ranga Iyer I feel everybody should say good bye.

If the mere mentioning of the recognition of the just claims of the Moslems creates such a heart burning, one can easily imagine what will happen when the power of administration comes to Mr. Ranga's class, from the British. This should be an eye-opener to those Moslems who are the camp followers of the Congress.

Dr. Ziauddin Ahmad (United Provinces Southern Divisions: Muhammadan Rural): Sir, I heard with very great concern the speech of the Honourable Member for Commerce and Railways in which he drew a very gloomy picture of the financial position of the Railway Department. This Department has been running at a loss. He showed in his speech that in 1929-30 there was a deficit of 2·08 crores, and in the current year 1930-31, it was estimated last year that there would be a saving of

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one-third crore, but instead of having a saving, we had a loss of 10·85 crores. And now in the Budget before us it is pointed out that the probable deficit will be 4·14 crores. This is the estimate in the Budget, and if we follow the way in which the expenditure was incurred last year, it is likely that this amount will go up still further. The net result of the deficits of the last two years is that our Reserve Fund which had accumulated on account of the saving in previous years has gone down from 18·4 crores to about 5½ crores, and this result cannot keep us going for many years to come, and unless we take some drastic steps, our whole Railway Department will be before the court of bankruptcy. Before I consider the drastic steps, I should like to draw the attention of the House to a particular point. In the last year's Budget the value of all the non-votable items put together was Rs. 57·85 lakhs, whereas this year the amount which is not votable is Rs. 128·25 lakhs; that is, the amount of non-votable items has been more than doubled.

The Honourable the Commerce Member suggested three methods for meeting the present situation, and I should like to add a few more to them. His first method was to increase the railway fare; the second was a reduction in the staff; and the third was a diminution of salaries. I would like to add, the revision of our convention, better control over capital expenditure, and better investment of our Depreciation and Reserve Funds. I shall take up these questions in turn.

As to the question of increase in fares, the Honourable the Commerce Member himself has stated that it is not practicable, that if we increase the third class railway fare there will be undue competition with bus services, and I am afraid the actual railway earning will go down. Therefore, an increase in fares will not lead to an increase in the general revenue of the railways, but it may lead to a diminution. The second important point was about the tariff rates. Here, again, any increase in the tariffs will be suicidal. If we want to increase our income by means of the tariff, it is absolutely essential that we should reduce the freights on agricultural products. At the present moment the agricultural products are lying idle in the places where they are produced, and if the Honourable the Commerce Member will kindly see his way to reducing these freights, it is quite possible that the wheat which is now lying idle may move about, and it will not only be a source of income to the railways, but it will give very great relief to the agriculturists. I do not mean that he should reduce the tariff to a figure where it may be a dead loss to the Railway Department, but it should certainly be reduced to the very minimum profit.

The next point was about the diminution of the staff. It is the usual practice that, whenever we talk of retrenchment, we always cut down the persons at the bottom and begin with chaprassis. This is a wrong practice, and this is the point which Mr. Russell had in mind when he told the Public Accounts Committee that the Railway Board was in itself a retrenchment committee and no new committee was needed. What we require most is to cut the expenditure on some of the posts at the top. If by chance we succeed in cutting down the top posts, the bottom services will look after themselves. I do not like to discuss the details of this, but I would just point out where retrenchment should begin. I

will deal with these things in detail next week when we have Demands for Grants. In the first place, I would like to reduce the number of the Members of the Railway Board from 5 to 4. I think these are an unnecessary burden, and instead of doing useful work, they themselves increase the work by writing superfluous notes on Reports which they themselves invite in order to justify their existence. The second thing which I should like to cut down is the Standardisation Office, which costs about Rs. 3¾ lakhs. I do not want to discuss these questions now, but I think the whole expenditure on this office is unjustifiable, and that it is not necessary to have a Department of this kind. The next Department which I should like to dispense with altogether is the Publicity Department. We do not want any publicity here in India; everybody knows what a railway line is. The Railway Board maintain this Publicity Department for the benefit of the American and European tourists, and I should like the Board to give some mathematical figures as to what is the amount of money that is spent on advertisement and what is the net profit from the tourist traffic in this country. Please include also the cost which you incur in building special coaches for them. I should like to have definite figures, but my view is that that your Publicity Department, instead of being a source of income, is working at a loss to the Railway Board. If it be necessary to supply information, it can be given at nominal cost by granting some subsidy to any agent in New York and other places. Send them your time tables and other literature and they will give the necessary information to the tourists. The next thing I should like to dispense with altogether is the Department of Senior Government Inspectorate. This is a Department which was created with the object that they go round on each line and just see that everything is all right. Their certificates are given as a matter of course, and I should like to find out from the Honourable Member in charge whether the certificate was withheld in any case whatsoever. We had the scandal of the Bengal Nagpur Railway; everyone is familiar with it and I will discuss it when the time comes. But I may say that this Inspectorate never made any particular report till it was spotted by the Auditor General. They justify their existence in order to go about in special carriages and draw good salaries. This is a Department which we would like to curtail considerably. Then, in the Budget before us, which is a deficit Budget, we find that 25 special officers have been provided in Demand No. 11 which we shall never be able to discuss and which will be carried by our rule of guillotine. These officers are created not because they are required but because a certain person has to be provided for. ("Hear, hear" *from Nationalist Benches.*) For example, if an Assistant Director is appointed to officiate as a Director, when the original person comes back, the officiating person does not revert to his permanent post, but he is put on special duty, which always carries more pay than he got when he was put on the officiating job. I can give you instance after instance of this thing.

Mr. C. C. Biswas: And there is a special officer to revise the work of special officers. (Laughter.)

Dr. Ziauddin Ahmad: This is the 26th officer. Then, I should like to cut off the very highly paid staff in the Railway Board. Any one who examines this thing will find that most of the work is limited to passing files from one room to another, and back again. The reason for that is that they have too many officers and they must justify their existence by

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sitting down in the office and looking into papers while the whole thing remains in the office itself. We require a diminution of the staff. We conveniently cut down the posts of Controller of Railway Accounts and the Director of Finance.

The third point which the Honourable the Commerce Member suggested was the cutting down of salaries. I entirely agree with him that this is a point which we should not take up in regard to the railways alone. We ought to take it up in connection with the General Budget and on the occasion of the Finance Bill, because, if any diminution is agreed upon, it should be applied not only to the Railway Department but to all the Services, both Provincial and Central. I lay stress on three fundamental things in connection with this question. One is that in order to make both ends meet, some kind of reduction in salaries is needed. The second thing is, as my Honourable friend Mr. Ranga Iyer pointed out, that th's reduction should be on a graduated scale—that it should not be the same percentage throughout. I cannot discuss the exact figures because that requires very careful consideration, but I agree that it should be a graded scale. The third thing is that it must be considered to be a temporary measure because if the prices again go up and resume their normal position, then we revert to the original scales of salaries. There is another way by which you can effect a substantial reduction, as pointed out by my Honourable friend, Mr. Ranga Iyer, and that is, if you take up the Indianisation of the services. I do not propose Indianisation of service from the nationalistic point of view, but from the point of view of economy. Revise the scale of salaries to the Indian standard and employ qualified Indians, then you will find a substantial reduction. Sir, these are the three points which were raised by the Honourable the Finance Member for purposes of reduction. Now, I take up few more points. The first is the control of capital expenditure. There are two kinds of capital expenditure, one is the productive and the other is the non-productive. The opening of new lines is a productive expenditure which will yield some revenue, and the unproductive expenditure is a thing which we should make every effort to avoid. Sir, last year I drew attention to four follies of the Railway Board, that is the Kangra Valley Railway, the Kalyan Power House station, the railway station at Lucknow and the railway station at Cawnpore, and this year I would add a fifth folly to the credit of the Railway Board, and that is the Central B. B. and C. I. Railway station in Bombay. If the Railway Board will simply economise and the Honourable Member for Railways will have the wisdom to stop the follies of the Railway Board, then this deficit in the Budget will disappear. I have drawn attention to five follies and I do not know how many follies they have in store for future years. Attention has been drawn to this type of expenditure from time to time, but I regret that no action has been taken. What is practically needed is that we ought to have on the Railway side a committee corresponding to Public Accounts Committee, which will scrutinise and examine the details of every expenditure. We have got an Advisory Committee, but it only advises on the question of general policy. We ought to have a committee of the type Public Accounts Committee, which will examine every small matter and bring it to our attention.

The next point to which I should like to draw attention is that we want some kind of revision of our Convention. Our Convention is that we give a certain amount of interest, and after paying the interest, we give one per cent. of the total capital which the Government has given to the Railway Board. This payment to the Finance Member is ensured whatever the earnings of the railways may be. In addition to these two items we pay one-fifth of the savings of the Railway Board to the Government of India, and this comes only to about half a crore. So the interest of the Finance Member in the railways is limited to the extent of half a crore, because the other payments are ensured by Convention. Mr. Parsons is supposed to be the Secretary to the Finance Member as far as the railways are concerned. Those persons who have gone into the matter will bear me out that on the General side the Finance Member has got a greater control over his Secretary than he has over his other Secretary who looks after the Railway side. He is at one time supposed to be responsible to the Finance Member, and at another time he is supposed to be responsible to the Member for Railways. In fact, he is responsible to nobody, and he has got powers in the Government of India greater than the powers exercised even by the Viceroy or the Governor General in Council. The other day the Honourable the Education Member wanted a Deputy Secretary. He went to the Finance Committee. The Finance Committee discussed the matter and referred to the Assembly. It was discussed here again. The discussions have not yet ended, but here is one gentleman who creates a post on any salary without anybody knowing anything about it. He simply orders, and the appointment is made. This is a thing which cannot be tolerated in any constitutional form of Government. Here is a person, who like a constitutional monarch, exercises his patronage for some private reasons and appoints any man on any salary he pleases and calls it a special post. I am prepared to go to the witness box in the proof of my statement.

Sir, the next point to which I should like to draw attention is the method of investment of our Depreciation and Reserve Funds. We have on paper a Depreciation Fund of 16½ crores of rupees and it is shown in the Budget that by the end of the next year it will rise to 21½ crores. We have got at present a Reserve Fund of 5½ crores. This will amount to 27 crores. Where is this money? We want money for the purchase of the B. and N. W. Railway. If we require money for any purpose we find it is not there. It exists only in account books. This method of investment requires very careful consideration. Instead of investing the money here and there and distributing it everywhere, we want to use it for some useful purpose. We find that the money exists only in the account books of the Railway Board, but actually the money is not there. Therefore it is very desirable that this money ought to be invested in a bank, preferably in the Central Bank which we hope to establish in the near future. In the absence of a Central Bank the money may be deposited in the Imperial Bank, so that we may know where the money is and we may realise the usual interest out of it.

On the recommendation of the Acworth Committee we have separated the finances of the Railway Department from the General finances. Now, the railways are at present a kind of company organisation and the real shareholders are the taxpayers of India and the Government of India are a kind of managing body. The way in which they are managing it is this. The Finance Department has given a contract to the Railway

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Board saying, "You give us so much money and you can do whatever you please". I challenge this method of administration. We do not want the contract system. We want the Government of India and the Finance Member to take a direct interest in it and discharge their trust given to them by the people of India. If this principle is accepted the Finance Member will take a greater interest in the profit and loss of the railway concern. Now, this is a change which is exceedingly desirable, and this was the intention in the recommendation of Acworth Committee. Now according to the figures given to us, the Railway Department is yielding an income of 4·6 per cent. Now is this a reasonable profit for the Railway Department, when we find that the bank rate of interest is 7 per cent.? Now, if I were a member of the Government of India and I had to invest money in my trust, I would oppose putting money into the Railway Department, which is yielding only an income of 4·6 per cent. I would certainly invest it in a business which may yield a profit of 6 or 7 per cent. In every civilised country the Railway Department is a paying concern. In the Government of India, it is a losing concern, and it is simply on account of the bad way in which the whole thing is administered as a close concern, a private preserve, a place where patronage is given for individual reasons. I will cite as one of many cases the example of the East Indian Railway where the administration at the East Indian Railway Home at Calcutta requires thorough consideration. It is really a preserve of certain persons and their friends and relatives. I am not talking of communalism. I am talking of persons who are controlling the show. The Railway Board is the directorate of the Railway Company; I should like to have a regular balance sheet. I hope that regular balance sheet will be prepared and presented to the Assembly next year. Now this is a thing which was impressed upon the Government last year, but I find that no balance sheet has been prepared at all. I would refuse to consider the Railway Budget without an audited balance sheet.

The next thing I should like to take up is the separation of accounts from audit in the Railway Board. Mr. Hayman, in support of his proposal in 1929, cooked his own figures. (Laughter.) He produced a statement which is a jugglery of figures. The jugglery of figures, Sir, is more deceptive than the sophisticated arguments of the middle ages. Either he himself did not understand the business, or he thought that nobody in the Assembly could understand the figures which he quoted.

An Honourable Member: He was a high accounts officer himself before.

Dr. Ziauddin Ahmad: He made us believe when he advocated the separation that it would bring in a net income of 8·64 lakhs in the year 1929-30. 4 lakhs in the year 1930-31 and 1·45 lakhs in the current year. Those were the figures which he himself gave us in support of his fantastic proposal. Just the reverse is now our experience. Then, if you will look at Demand No. 4, you will find that, instead of a diminution, there is an increase in the expenditure; and either he made the mistake intentionally by adopting an imaginary lower starting figure for particular classes of posts in the service in order to get a low average salary for these posts. No one was or could be appointed on his starting salary. Thus, for an assistant in the Account Offices instead of Rs. 550, he showed Rs. 350 as

starting salary, in order to work up the average to a lower figure, while in practice there was no such appointment on the lowest pay of the grade. I think the Assembly was certainly cheated when he presented this particular Report on the separation of Accounts from Audit. I ask Mr. Hayman himself whether he would not have sacked a person who cheated him in the manner he cheated the Assembly. He has now created three parallel Departments with a large staff running, parallel to each other, one responsible for accounts, another responsible for audit and a third responsible for finance and budget. Much of the time is wasted in passing files from one room to another. Sir, this staff should be reduced and the posts of Controller of Accounts and Director of Finance be abolished, and I think some further step ought to be taken for giving the right figures to the Assembly.

Mr. President: The Honourable Member has exceeded his time.

Dr. Ziauddin Ahmad: I will just take up in conclusion one question. I was rather surprised at the speech of my Honourable friend, Mr. Ranga Iyer. I thought he was a nationalist, but today he proved to be a communalist. Sir, it is not a person of a minority community only who can boast of being a communalist; he has shown that a person belonging to the majority community can be a communalist of the worst type. But we must moveover remember that when a member of a majority community proves to be a communalist, it is disastrous to the country.

Mr. B. Das: Sir, I was not present when the Honourable the Railway Member delivered his speech on the Railway Budget, but I have had an opportunity to read his speech and have paid it my best attention. I found, Sir, there is no small amount of diffidence in the speech of the Honourable Member. It was halting and lacks foresight and decision. The Honourable the Railway Member was all the time working against his conscience, against the conscience of the Government of India, and was trying to present a deficit Budget in the best way he could, not in the interests of the Government of India but in the interests of those who control the Railway Board, and was trying to bolster up a case that could not be justified any more during the next year or two. Sir, I find both in the speech of my Honourable friend and in that of Mr. Russell there is a vein of Micawberism. Both have adopted the policy of Micawber of Dickens' fame and say, "Something will turn up, we will wait a year or two; probably this deficit will pass away, and the Railway Budget may be balanced in the future". Sir, last year when the Honourable Member submitted his Budget as a surplus Budget I observed that the Budget was a deficit Budget to the extent of 4 crores; and we know now that last year's Budget was a deficit Budget to the extent of more than 4 crores. This year my Honourable friend has brought out a Budget with a deficit of 11 crores, and yet he has not the courage to set his house in order. Moreover, if I read his speech aright, if I pass over all the trimmings about staff reorganization and so forth, there is one sinister demand in it—that the general contribution to the Government of India finances should in some way be taken off, and that there should be no further contribution. But, Sir, I find that in the despatch on constitutional reforms, from the Government of India, of which he is a member, to the Secretary of State, he held a different view. On page 55 of the Government of India's despatch—Sir, everybody knows that the Government of India was characterized by the late Mr. Montagu as too wooden,

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too antediluvian; and now if anyone reads that despatch, he will at once find that the well-known observation of Mr. Montagu comes to his mind immediately and although, I too characterize this despatch as antediluvian, too wooden, and we all know it is now a dead despatch—that it has no further value as regards the future constitution of India—yet I shall quote a particular passage therefrom (page 55):

"(6) Railways.—Sir Walter Layton does not take into account any increase in the contribution from railways in excess of 6 crores, recognizing the importance of keeping railway rates down in the general interests of trade. With this latter comment we definitely agree, though the amount of the railway contribution is a matter which may require further consideration."

That was the view of the Government of India when they wrote that despatch, but I do not think that the Honourable the Railway Member at the time was prepared to tell his colleagues that the time had arrived when the Railway Department would be a statutory concern and that it should make no contribution to the General finances. Sir, as soon as the Montagu-Chelmsford reforms were introduced, those controlling the Railway Board at the time wanted that that should be a statutory organization and should pass out completely from the control of this House. They did their utmost. They did not succeed, but those who advocated those things have prevailed on the Government of India, and I am surprised that the three Indian Members who are in the Cabinet of the Viceroy have not had the courage to challenge what I should describe as the most mischievous and outrageous statement that railways should be controlled by a statutory body. But I am glad a different thing happened at the Round Table Conference. I find from their Report which has been circulated—I hope it is a true copy—that on page 10 it has been decided that all methods of communications should be put together and that the railways should be a federal subject and under direct control of the Assembly, although the Government of India demanded it should be under statutory control so that Railway Engineers, whether they be the Chief Commissioner or any of his colleagues or subordinates, can play ducks and drakes with our money. From the way it has been put in the recommendations of the Federal Structure Committee, I find that their intention is that there should be Communications Member in the Federal Ministry of the Government of India and that the Minister of Communications should be in charge of railways, shipping, roads, and other subjects. Sir, that was also the recommendation of the Acworth Committee in 1923, but the Honourable gentleman's predecessor, Sir Charles Innes and the Honourable gentleman himself had never paid any attention to what was recommended by that Committee. For high policy, which is not the policy of the Government of India, but the old policy of control and the old policy of keeping the Indians out of everything, they wanted that the Department of Railways and the Department of Commerce should be controlled by a European Member of the Viceroy's Executive Council. I have nothing to say against the Honourable gentleman who is at present the Railway Member—he does his best and he deserves the compliments that my Honourable friend Mr. Ranga Iyer paid him a few minutes ago—but if the Government of India were actuated by the highest motives, they would have brought out a Member of Communications in the Viceroy's Executive Council, so that he would be in charge of Railways, Shipping and even of Posts and Telegraphs. But that has not been done.

I say that my Honourable friend Sir Gorege Rainy worked with diffidence; under a deficit Budget he had not the time to grasp the big issues that are facing this House and facing the country. He could not even give us an idea that the attitude of the Government of India had changed since they wrote this inglorious despatch, and they probably did not read what happened at the Round Table Conference, and the Honourable Member as Leader of the House knows very well that within a month or two the future constitution of India will be decided. We would have welcomed from him his considered opinion as the Railway Member about the future power of the Minister of Communications in the new Ministry of the Government of India.

Sir, I do not wish to go into the Budget figures. As I said, it is a deficit to the tune of eleven crores Last year Member after Member from this side pressed on Government to appoint a *Retrenchment Committee*. My Honourable friend the Finance Member appointed a Retrenchment Officer in Mr. Jukes, and if I may quote my Honourable friend Dr. Ziauddin Ahmad's words, Mr. Jukes was on the point of retirement then. He has been trying for eight or ten months to see if he could reduce the expenditure on the Civil side. And what is the expenditure on the Civil side? Not more than 25 crores on the voted side. We got a preliminary Report at the Simla Session last year. We may get another Report soon and we will find that a few chaprassis and jemadars and one or two clerks will have to be dismissed. And if my Honourable friend, Mr. Parsons, can lend the services of Mr. Scott, who is on the point of retirement, to the Honourable Sir George Schuster, he may introduce some of his experimental machines in the various Departments of the Government of India to show that there may be a further reduction of a clerk or two in one or two Departments. But the appointment of a Retrenchment Committee is imperatively necessary, and if my Honourable friend Sir George Rainy, who is a good financier and fiscal expert, has his own way, he ought to appoint that committee immediately to see how this huge deficit Budget of the Railways can be made a surplus Budget. Sir, I hope my Honourable friend as Leader of the House and as Member for Commerce has got time at his disposal to read the various Reports of the Public Accounts Committee. I hope he does not leave it to his friend Mr. Parsons or Mr. Hayman to look into these points. Big questions of policy have been raised. The witnesses who were sent before the Public Accounts Committee had to admit that the Indian Railways have reached their saturation point in their earning capacity. There is no change for increment of passenger or goods traffic. Although much is made of the civil disobedience movement and of the low level of prices, I do not see any prospect or chance of the railway income rising in the coming year or two. The civil disobedience movement might have affected trade conditions, but it has affected only imported goods. It has not affected the produce of the country. If there is a low level of prices today in India, it is so all over the world. Formerly Indian foodstuffs such as wheat and rice were exported outside. Today everybody knows that the world is over-producing. America does not want to buy Indian raw produce because she is over-producing. Australia is over-producing wheat. Japan is exporting rice to India and Burma rice is not exported. Everybody knows that on the Mediterranean coast enough rice is grown and Europe is not going to buy Indian rice in future. We have to face these facts. We have also to face the fact that with the low

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prices of jute and cotton, they will not be exported any more. We have to face the fact that America is now producing jute and so there is no chance of Bengal jute selling in America. Of course if—I say with a big IF—if England comes to some arrangement of Imperial preference, then she will buy Bengal jute; otherwise England will have other sources from which she will buy jute. So there is no reason to think that if Mahatma Gandhi comes to a settlement with Lord Irwin about the future constitution of India the Railways will have a good harvest and they will go back to their old condition. Last year I said that 65 crores was a big sum of money to spend on the operation and the working cost of the railways. You must apply the retrenchment axe and you must face the facts as they are. So I suggest once again the immediate appointment of a retrenchment committee, and I endorse what has fallen from my friend Mr. Ranga Iyer, that the salaries should be reduced. If Cabinet Members in England are prepared to take reduced salaries, why not the Cabinet Members in India? If Honourable gentlemen assume the position of Cabinet Members here, they must be prepared to sacrifice 25 per cent. of their own salaries. When the British Cabinet Ministers are prepared to sacrifice 15 per cent. of their salaries, it cannot be pleaded here that they are in special services and under special contracts with the Secretary of State and therefore their salaries should not be touched.

Sir, I wish to draw the attention of the Honourable the Railway Member to the fact that he should either himself study, or depute a member of the Indian Finance Department to study, the management of the railways controlled by the Indian States. How is it that these railways pay big dividends? The argument may be advanced that these railways do not provide such good accommodation as the Indian State railways or the Company-managed railways provide. I know the railways that are administered by my Honourable friend Sir George Rainy provide refreshment cars for those who like to take European food, but they do not provide refreshment cars for those who take Indian food.

The Honourable Sir George Rainy: "Question".

Mr. B. Das: I challenge that question, and I say that except on the Bombay, Baroda and Central India Railway, there is no other company or State-managed railway which provides refreshment cars in the Indian way, Hindu or Muhammadan.

The Honourable Sir George Rainy: No.

Mr. B. Das: Why does he not introduce these refreshment cars for Indians on all the railways? Why does he not introduce it on the Bengal Nagpur, Southern Mahratta, East Indian and the other railways? If my Honourable friend will travel on these railways controlled by the Indian Princes, he will find that there is provision for the Hindu system of diet, the Muhammadan system of diet and also for the European system of diet.

Rai Sahib Harbilas Sarda (Ajmer-Merwara: General): On the Bombay, Baroda and Central India metre gauge there is no Indian refreshment car at all.

Mr. Gaya Prasad Singh (Muzaffarpur *cum* Champaran: Non-Muhammadan): And that on the broad gauge is rotten.

Mr. B. Das: While I was reading the speech of the Chief Commissioner for Railways, I found that being an Engineer he does not know the subtlety of my Honourable friend, the Railway Member, to conceal his heavy deficit and losses through political verbiage. But I am indebted to the Chief Commissioner for pointing out that there are so many committees of standardisation and other technical committees which are going to see that the railway appliances should be manufactured in India. Sir, in this matter, the Railway Board has been a great sinner in the past. So far they have done very little to encourage the applied engineering industries in India. Even if one reads through the lines of Mr. Russell's speech, one finds that even vacuum brakes must be even now purchased from abroad. My Honourable friend, Mr. Parsons, has got so many experts and why do not those experts design these things? Why do not they take these vacuum brakes and take them to pieces and make every part in India itself? My friend, Mr. Hayman, may smile, but if he has the time to read of the rise and prosperity of Japan, he will see what Japan is doing. Japan could not manufacture electrical machinery. She got the electrical machines from England and merely took them to pieces and then studied the design of those things, and her own experts then began to manufacture those things. But my friend Mr. Hayman does not control the technical policy of the Railway Board. He may be employed in the very good task of providing amenities to the labouring population and the staff for which, I know, there are the spokesmen here, my friends Mr. Kabiruddin Ahmed and Mr. Abdul Matin Chaudhuri and to whom my Honourable friend Mr. Hayman will reply. But I am speaking for the whole of India, that the Railway Board has so far not encouraged anything for manufacturing the railway appliances in India. It is solely due to the racial discriminating policy of those who control the Railway Administration.

Mr. President: The Honourable Member's time is up.

Mr. B. Das: I will conclude then, Sir. I think my Honourable friend, Mr. Anwar-ul-Azim, misunderstood the implications of my friend Mr. Ranga Iyer's speech. My friend, Mr. Ranga Iyer, wanted to point out the discriminating policy of the Government—the policy of divide and rule. If I can interpret my friend, Mr. Ranga Iyer, if Mussalmans want 33 per cent. the population basis, I say take 50 per cent. of the jobs. But why should the Anglo-Indians get 25 per cent. of the jobs and in some cases even 60 per cent. of the jobs? If the Anglo-Indians are to get jobs on the population basis or even on a literate basis, they cannot get more than 2 per cent. of the jobs. I hope my Honourable friend, Sir George Rainy, will realise this. It is a smoke screen which my friend the Honourable the Railway Member has raised in order that the fat jobs, the best loaves and fishes in the Railways, may be distributed among the members of Colonel Gidney's community.

Mr. M. Maswood Ahmad (Patna and Chota Nagpur *cum* Orissa: Muhammadan): I am sorry that the first speech while condemning communalism was full of communalism. Sir, I will not be out of order if I place a few figures before this House. Sir, I find that among the gazetted officers, there are 3·31 per cent. of Muslims in railway services and amongst other officers whose pay is Rs. 250 and over, there are 4·25 per cent. only. I do not admit that Mussalmans are in any way inferior to any community and especially to the community to which the Deputy

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Leader of the Nationalist Party belongs, and who has just attacked my community. I believe Muslims do not get their due share on account of some internal clique. Owing to my time being limited at the present moment, I will deal with the subject more fully some other day. Sir, I shall be failing in my duty if I do not place the case of Mussalmans before the House. From the various reports and statistics placed in our hands, it is apparent that the percentage of Muslims both in the superior and the subordinate services is very low, and I particularly draw the attention of the Honourable the Railway Member to the inadequate representation of Muslims in the services, and would ask him not to overlook their claims any more and to see that his instructions to his subordinates to that effect are not thrown into the waste-paper basket.

Now, Sir, it is not for me to condemn or to congratulate the Department which has prepared the Budget. The Department is above both. But I do not hesitate in saying this much, that the Honourable Member in charge and his colleagues have played their part nicely as far as the Budget and the introductory speech is concerned. At the outset I may be permitted to complain, Sir, that the time given to us to study and to make observations on the Railway Budget was too short a period to digest the whole amount of literature supplied to us and to scrutinise the figures contained in the different books. I admit, Sir, that on account of being a new Member, my difficulty was much more than that of others, but I think it would have been too much to expect even an official Member, with all the establishment at his disposal, to study such a huge mass of literature in comparatively such a short time. Sir, Railway finance was separated from the General finance in pursuance of a Resolution adopted by this House on the 20th September, 1924, and from that time there have been persistent demands from the elected Members of this House that the time given for studying the Budget is very short, but the Government have either turned a deaf ear or do not care to remove this long standing complaint.

Now, without unnecessarily wasting the time of the House, Sir, I come straight to the Budget. The Budget presented by the Honourable the Railway Member the other day bears unmistakable proof of the depression in trade through which the country and indeed the whole world is passing, which is to a large extent responsible for such a huge fall in the earnings of the railways. I shall, with your permission, Sir, first take the commercial aspect of our railways. Business is after all a business. A business man even in the streets always thinks of the ratio of the gain to the capital invested. According to the convention of the 17th September, 1924, by calculating 1 per cent. on capital at charge, the result is Rs. 6,62,33,000, and by adding 1/5th of the surplus, Rs. 5,91,31,000, *i.e.*, Rs. 1,18,26,000, the result becomes Rs. 7,80,59,000. In 1929-30, Rs. 7,80,59,000 was the net payment due from the railway to the General revenues. If the loss of Rs. 1,68,73,000 on the strategic lines be deducted, the total contribution from the Railway to the General revenues becomes Rs. 6,11,86,000. These figures have been calculated according to the practice on the actual receipts and charges of the financial year, 1927-28. The capital at charge on commercial lines to the end of 1927-28 was

Rs. 6,62,32,58,000. Now, Sir, the point I want to bring to your notice is that even this Rs. 6,11,86,000 could not be paid from the net profit of the year 1929-30. The net gain in 1929-30 was only Rs. 4,03,64,000 and the deficit to meet the contribution to the General revenues was Rs. 2,08,22,000. Sir, this is the business. This is the condition of the commercial lines because the loss of Rs. 1,68,73,000 on the strategic lines has already been deducted from the payment due. After such a heavy deficit in 1929-30, what do I find in 1930-31? I find that the revised estimate for the Railway Board for 1930-31 is Rs. 16,75,000 against Rs. 16,65,000, the actuals for 1929-30. And, Sir, this Rs. 16,75,000 was not shown at the time of the Budget; only Rs. 16,10,000 was shown in the Budget. For the Audit Department, that is, Demand No. 3 for 1930-31 I find Rs. 18,70,000 against Rs. 13,70,000, the actuals for 1929-30. I do not know of any sane business man who will think of increasing his expenditure after such a heavy loss. Of course, the manager who has no sympathy with the business, no sympathy with the owner of the business, will increase the expenditure by employing his friends, but no one can congratulate him. The most peculiar factor of the Budget for 1929-30 was that this deficit was not estimated at the time of placing it before this House. A nice part was played, a nice speech was delivered, congratulations were offered and received, and it was shown at that time that Rs. 6,24,72,000 would be the total payment to General revenues, leaving a surplus of Rs. 3,25,73,000 which will be transferred to the Railway Reserve Fund. In other words, a net gain of Rs. 9,50,45,000 was shown, while the actual gain was Rs. 4,03,64,000. This is not the case for 1929-30 only; similar is the case with the previous year also. In the Budget estimate of 1928-29 Rs. 8,90,90,000 was shown as the net gain, but the actual gain was Rs. 7,80,94,000 only. Had the deficit been due to the fall in income, no one would have cursed it. But, Sir, in 1928-29 I find an actual receipt of Rs. 105,90,35,000 against the Budget estimate of Rs. 105,35,70,000, *i.e.*, a clear gain in gross earnings and surplus profit. The deficit was due to the working expenses. It can be said that the deficit in 1928-29 was not much, but I cannot imagine what can be said about 1929-30. In this year again I find a heavy loss—a very heavy loss indeed—of Rs. 5,46,81,000. Out of this amount I admit Rs. 2,18,88,000 was a deficit due to a fall in receipts, but a loss of Rs. 3,27,93,000 is again due to the expenditure side, out of which a loss of Rs. 2,60,95,000 was purely due to working expenses. After such a heavy deficit, I find that more money has been demanded for working expenses for 1930-31. It can be seen that actual figures for 1929-30 were not before the Honourable Member in charge of the Department, but, how can it be accepted that the actuals for 1928-29 were also not available? When I see that year after year the actual receipts are less than the Budget estimates and the actual working expenses are more than the Budget estimates, how can I rely upon the Budget estimates of 1931-32?

1 P.M.

Sir, there are ample examples from which it can be shown that an under-estimate of expenditure is placed before this House; and when the work is in progress there is no alternative for this House except to grant more money to be wasted at the pleasure of the Engineers and the Department. Is it not the case with the new railway stations at Lucknow and Cawnpore?

[Mr. M. Maswood Ahmad.]

Sir, no doubt the fall in railway earnings during the current year to some extent is also due to increasing competition of the buses. This can easily be arrested to a large extent if the timings and routes of trains are so arranged as would meet the conveniences of the travelling public. Let me take a particular example to illustrate this. The express train from Patna to Ranchi—the two important capitals of Bihar and Orissa—*via* Asansol, Adra and Muri, is also not suitable. It takes about 19 hours to cover a distance of 329 miles; while on the other hand, if the same arrangement be changed, *via* Gaya, Gomoh, Barkakhana and Muri, there will be a considerable saving of time and distance, and the people travelling between Ranchi and Gaya who at present use lorries and motors, because it takes much more time by trains, will also welcome this change in the route. This latter distance of 297 miles, that is, 32 miles less than the former distance, can be traversed in comparatively a much shorter time. This saving of five hours in time and 32 miles in distance and a shorter journey on the metre gauge will go a long way to ensure the comforts of the passengers, who will certainly like to reach their destination five hours earlier, and a gain in point of revenue can only arise from the growth in the volume or the velocity of traffic, which is at present taken away to a considerable extent by the buses. At present bogies run 206 miles on State-managed railways and 123 miles on Company-managed railways, and by this change 226 miles will be covered by State-managed railways and only 71 miles by Company-managed railways, which is another benefit to revenue. By this arrangement, a good deal of saving is possible by omitting the 11 Up and 12 Down expresses, which start from Dinapore with bogies from and to Purulia, the junction for Ranchi. By converting one Up and one Down passenger train of Patna-Gaya Branch to express trains a long-standing difficulty of the public can be removed and at the same time it will save another hour of the passengers travelling to and from Ranchi without any extra cost to the Railway Department. If this arrangement is adopted, the buses will certainly not ply between Gaya and Ranchi. Five lorries run daily during the day time between these two places and in this way the whole day is wasted on the journey. If the Gaya passenger is converted into an express train and a through bogie consisting of first and second, and another bogie consisting of intermediate and third classes is attached to it, the public will greatly appreciate this as they will be in a position to travel while sleeping during the night without wasting the whole day . . . . . .

Mr. Ram Prashad Narayan Sahi (Bihar and Orissa: Nominated Official): Do you consider the inconvenience of North Bihar passengers who go *via* Mohameh?

Mr. M. Maswood Ahmad: There are other express trains for their benefit.

Mr. Gaya Prasad Singh: No, No; it is not a good proposal.

Mr. M. Maswood Ahmad: Sir, if we look at the earnings of the Indian railways, we find that the earnings from intermediate and third class passengers are more than ten times the earnings from the first and second class passengers, but on the other hand we find that other facilities provided for them are not even one-tenth of what is provided for

the first and second class passengers. The number of intermediate and third class passengers is constantly increasing year after year. In 1926-27, the number of intermediate class passengers was 14,945; in 1927-28 it became 17,351; and in 1929-30 it rose to 17,900. Similarly, the number of third class passengers in 1927-28 was 578,409; in 1928-29 it rose to 606,468.

The established principle of all business men is that they provide every facility to those customers of theirs who pay them more money. I do not know whether such is the case in England, but in India I can say with great confidence that the managers of the firm, that is, the Railway Board, do not care a bit to ensure the comforts of these people from whom they derive the largest amount of revenue. I do not know what is the procedure for selecting Members for the Railway Advisory Committees, and whether such important questions are placed before them or not. Local bodies like Union Boards and District Boards have always been drawing the attention of the Railway Administrations to the inconveniences of third class passengers, but no attention is paid to them and their reply always is "there are no funds available", "the matter is under consideration" and "there is no need" and so on. I quote an example, Sir. There is a station, Taregna, on the East Indian Railway on the Patna-Gaya line, which is considered a first class station on that line so far as traffic is concerned. The Union Board and the District Board repeatedly passed Resolutions requesting the Railway Administration to provide a third class waiting shed, and in these Resolutions it was pointed out that passengers are put to much inconvenience owing to the absence of a waiting shed for them and that they are forced to face the chill of the winter, the sun of the summer and lie in open during the rains. Are these troubles not enough to worry every Indian Member of this House? And still no attention is paid. Crores and crores are spent on palatial buildings, but for the provision of facilities for these wretched people, there is no money. If this is the attitude of Government in regard to commercial departments, it is very easy to imagine what will be the condition in other Departments. There is no adequate provision for the education of boys of poor employees. The work which could be done at a small expense by Indians is being given to Europeans and Anglo-Indians on high rates of pay.

Sir, besides these, no attempt is made to cut down the expenses and increase the income. Nobody cares to find out the real causes of this decrease in income and increase in expenditure. Is it not the duty of the Railway Board to find this out and do whatever is possible to improve matters?

The Assembly then adjourned for Lunch till Half Past Two of the Clock.

The Assembly re-assembled after Lunch at Half Past Two of the Clock, Mr. President in the Chair.

Mr. S. C. Shahani (Sind: Non-Muhammadan Rural): Sir, I wish that a longer interval had been allowed between the presentation of the Railway Budget and the general discussion on it. Somewhat greater importance ought to attach to the discussion of the Railway Budget by the

[Mr. S. C. Shahani.]

Members of this House. The speech of the Honourable the Railway Member discloses to my mind a careful study of the Railway Budget. He has devoted a great deal of attention to the Budget, and if he understands the view points of some of us on this side of the House, he may readily develop a disposition to modify some of the views which he has given expression to in his speech. I would like very much to place before him and the House my views which have emerged from my short study of the Railway Budget.

My first observation with regard to this Budget would be in regard to the statement of the revenue from railways. I find in this statement that in the revised estimates for 1930-31 third class passenger traffic earnings are shown at Rs. 28·85 crores, and in the budget estimates for 1931-32 at Rs. 30·32 crores. Similarly, goods traffic earnings are shown in the revised estimates for 1930-31 at Rs. 59·50 crores, and in the Budget estimates for 1931-32 at Rs. 62·88 crores. That is to say, in the case of both these earnings there is an increase shown in the Budget estimates. The first increase is in my copy of the statement indicated as *minus* 1·47 crores, which obviously should be *plus* . . . .

Mr. A. A. L. Parsons (Financial Commissioner, Railways): It is *plus* there.

Mr. S. C. Shahani: Not in my copy. In the case of the other earnings, the increase amounts to Rs. 3·38 crores. We are assured that these increases are not secured by any general increases in the passenger fares or in the railway freight rates, and that minor alterations have been gone in for in consequence of the authority which the Agents possess. But, even then, my idea is that these increases should not be enforced, for cheap transport is, according to me, essential for national prosperity. I am an agriculturist. I was very sorry to find that when, for instance, wheat was quoted at Rs. 1-10-0 a maund in the Punjab, the price that ruled in my part of the country was Rs. 2-8-0 a maund. Not only that, but when the price of wheat in the Jamrao tract was Rs. 2-8-0 a maund, in Karachi it was Rs. 3-4-0 a maund. Now, freer movement should certainly be secured for agricultural produce if the consequences of its low prices are not to be unduly aggravated. The agriculturists on my side, at any rate, have lost further in consequence of a bad arrangement of railway freights. We have been told by the Honourable the Railway Member that there has been this year a decrease in the earnings from fares owing to a tendency to travel a class lower in those that have been in the habit of travelling in upper classes. I notice that in the present conditions the agriculturists do not like to set out on journeys, and even if they do, they cover short distances on foot. On the whole, then, increases in fares or rates, however secured, will not be calculated to do good to either the railway or the people. I am told that increases may yet have to be contemplated, and that a committee consisting of experts may have to be appointed to determine whether or not passenger fares, as also the rates charged on goods, should not be increased. If a committee is appointed to explore the possibility of these increases, it is very desirable that non-experts too should be included in it; for then alone in my opinion it will be possible to secure that common-sense view which will be calculated to help the country.

My second observation would be with regard to the statement of working expenses. I find here that a reduction has been contemplated in the operation of railways, which will be rightly done if secured through reduction in traffic mileage. I have no doubt that economy in the second item, namely, repairs and maintenance of works and rolling stock, will also be well secured. We are assured that here economy will be enforced in matters which are comparatively non-essential; that the safety of passage of trains will in all cases be duly ensured, and that the deterioration of the rolling stock and other railway property will be duly prevented. I am not at all sure of the correctness of the lines on which economy would be effected in administration. When I look at these three items, I find that in the case of operations there will be an economy to the extent of 2 lakhs; that in the case of repairs and maintenance there will be an economy of 73 lakhs, and that in the case of administration there will be an economy to the extent of 30 lakhs only. I am really surprised to see that the economy contemplated in the third case amounts to no more than 30 lakhs. The Honourable the Railway Member has talked of leaks and loopholes in the railway ship, and has counselled their stoppage. I feel that there the biggest loopholes exist in the railway administration. I would point to the undesirability of continuing, for instance, two sets of offices for the revision of Railway Account Codes and for the revision of the Engineering Account Codes. If these are abolished, seven to eight thousand rupees a month would be saved. Take another instance, the Railway Standards Office. This costs about Rs. 10,000 to Rs. 15,000 a month. In these times of financial stringency we may very well go without it. We also know that several unnecessary officers are continued in existence. We hear of sport officers, who go about arranging matches of hockey and draw *battas*. We hear of the multiplication of Deputy Agents. For instance, recently a Deputy Agent has been created by the M. and S. M. Railway. Many Deputy Agents do exist on the S. I. Railway. One wonders whether so many Deputy Agents are really required. In these days even the costly *Railway Magazine* might be very well stopped. The previous speakers have pointed to the necessity of doing away with the special Publicity Departments. We know that there is a Central Publicity Bureau, and that almost all railways contribute to the expenses of the Central Publicity Bureau. There is no need then for separate Publicity Departments. If these are abolished, a large saving would be effected. I was surprised to read the other day that very costly paintings by European artists are being gone in for purposes of publicity. Now, we cannot afford these luxuries at this time.

It has been said by the Honourable the Railway Member that the superior services are costing us only two crores of rupees, and that if we go in for a ten per cent. cut in their salaries, we shall be saving only about 20 lakhs. I have devoted some consideration to the matter. I really do not understand why the cut should not be one of 25 per cent. It is true that we ourselves cannot do it, and that we shall have to consult the Secretary of State. But we shall have to consult the Secretary of State even in the case of the proposed 10 per cent. cut. If the Chancellor of the Exchequer in England, Mr. Snowden, proposes a general cut of 10 per cent., there is no reason why, the present conditions of India being so different, we should not be able to persuade the Secretary of State to

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sanction a cut of 25 per cent. in the salaries of the superior services. If this cut is allowed and enforced, I feel that it will only mean a difference in the banker's account, and nothing more, in the case of these superior services. Taking the figures to be as they are given in the speech of the Honourable the Railway Member, the saving in this item will then amount to about 50 lakhs instead of 20 lakhs.

If we take the upper subordinate services into consideration which at present cost about 7 crores, and if we do not content ourselves with a cut of ten per cent. in their case but go in for a cut of 15 per cent., I see that we should be saving about 105 lakhs instead of 70 lakhs.

As for a cut to be made in the salaries of those that are drawing from Rs. 30 to 250 a month, I feel that a cut of ten per cent. will be altogether unjustifiable in their case, although about 16 crores are being spent upon them and although 160 lakhs may be saved by going in for a ten per cent. The equitable claims of these services ought to be duly considered. At an average rate we may take it that a man belonging to this service will have about 3 children. How is he going to maintain a family of 5, and how is he going to educate his children with his salary reduced? I think it is altogether undesirable to go in for a cut of this kind in the case of this service. There are other appropriate ways of effecting economy, and if these are explored, I have no doubt that the railways will find it possible to secure their former solvency.

If Honourable Members will look into page 13 of the Budget, they will see that the capital programme is considerably reduced. In 1930-31 14 crores and 50 lakhs were devoted to this programme, whereas it is intended that only 11 crores and 45 lakhs will be devoted to this programme in 1931-32. We are assured that no new constructions will be undertaken. I have been extremely anxious for the Badin-Viramgam section. This has been promised us by His Excellency the Governor of Bombay. One of the reasons why the province of Sind is proposed to be separated from the Presidency of Bombay is the distance of Sind from Bombay, which means a journey of 45 hours. If this section is built, the journey will be reduced to about 24 hours only. It was a pity, a sad pity, that no one was sent to the Round Table Conference to represent the views of those who are against the separation of the province of Sind. However, no one was sent and things were not properly represented, and at the Round Table Conference it was made out that the province should be separated. I hope somehow things will alter, and that a sensible view will be taken of the situation for which the promised section would be a great help. I do not know whether in the programme for the capital expenditure which is proposed the construction of this section is included.

Mr. A. A. L. Parsons: No, Sir.

Mr. S. C. Shahani: I should have been very glad if it had been included; but if it is not, it cannot be helped in these days of financial stringency. In connection with the programme for capital expenditure I would make one other observation, and that is, that if the capital programme is to be reduced to the extent of Rs. 3 crores and more, some of the temporary staff should be done away with. Reduction in the capital programme should mean reduction in staff consequent on reduction of work.

Mr. President: The Honourable Member's time is up.

Mr. S. C. Shahani: I will take only two or three minutes more, Sir. My next observation would be with regard to Exchange (pages 6 and 7). I find that the interest which is paid on the capital at charge for exchange amounted in 1929-30 to Rs. 7,94,731. In 1930-31 it amounted to Rs. 13,52,000, and in 1931-32 it is estimated to amount to about Rs. 11 lakhs and more. This according to me is a sheer waste. The difference is to be paid between the actual value of the rupee and its fixed value. We are told, Sir, that the ratio of 1*s.* 6*d.* is a settled fact and cannot be disturbed. I only point to the pity of it. Large sums of money have been and are to be wasted, and for no valid reason.

My next observation, Sir, would be with regard to the contribution from railways to general revenues. I see that based on the actuals of 1928-29, the tax that was paid by railways to general revenues amounted to Rs. 5,73,00,000. Based on the actuals of 1929-30, the tax is still estimated at Rs. 5,36,00,000. If there has been a loss of about 3 crores in 1929-30, when there is a gain of about 6 crores in 1928-29, there is no reason why the tax payable in 1931-32 should not be further reduced. When I compare Rs. 5,73,00,000 with Rs. 5,36,00,000, I find there already is a precedent for reduction.

Mr. President: The Honourable Member cannot indefinitely go on with his remarks.

Mr. S. C. Shahani: Only one minute more, Sir. Just a word with regard to the Reserve Fund. The depletion of the Reserve Fund is very undesirable. We have not got money to pay taxes due to the general revenues with, I think the taxes should stand over, and should not be paid. It is undesirable that the railways should operate on a very narrow margin, and be without the requisite funds. Then just a word with regard to Indianization. All that has been said by the previous speakers in this regard I feel disposed to endorse. There is no reason why not only the fifth Railway Board Member should disappear, but that half the Members of the Railway Board should be Indian. With regard to the special provision to be made for Muslims in the railway services, I feel disposed to endorse what has been said by my Honourable friend, Mr. Ranga Iyer. I feel, Sir, that on account of this communal policy, corruption and bribery have increased on a very large scale, at any rate in the province of Sind. Such a policy ought not to be continued.

Mr. Muhammad Yamin Khan (Agra Division: Muhammadan Rural): Sir, I have been a member of the Railway Finance Committee for the past two years and I know the many difficulties which are in the way of the railway finances. Considering them, anyone who knows anything about the internal affairs and the conditions prevailing cannot help congratulating the Honourable the Railway Member on the Budget he has pesented to the House. I knew that we were expecting a heavy deficit, and we were thinking how we should be able to make the two ends meet. Sir, the Honourable the Railway Member deserves the congratulations of the House on the way he has presented the Railway Budget. I, Sir, think it my duty to tell the House how we found in the Finance Committee great co-operation from Mr. Parsons on each and every matter. Whenever a single item was put as an additional expenditure, we debated the point fully and Mr. Parsons was rather anxious to explain in greater detail than even the Members desired.

Dr. Ziauddin Ahmad: What about the Special Officers under Demand No. 11?

Mr. Muhammad Yamin Khan: I will just come to that if you will wait. Now, Sir, we have lost some Members in the present Assembly who were in the last Assembly and who were very keen on criticizing each and every item which came before the Finance Committee; and sometimes we found that we did not like so much explanation as was actually given by Mr. Parsons. Sir, he was very anxious to satisfy each and every Member who was putting up any criticism, although other Members who were old Members did not want such full explanations, but Mr. Parsons was anxious that the new Members must know the facts about every item to the full extent; and every item of expenditure which was sanctioned was sanctioned with unanimity and with the full concurrence of the Members of the Railway Finance Committee. He satisfied the non-official Members with full explanations so that no item might slip.

Now, Sir, my Honourable friend Dr. Ziauddin Ahmad says that it is a habit with the Railway Board to put down any item whenever they just want to provide for a certain person; that provision is not made for any service, but a new post is created just to suit a certain person. I say that it might have been the case ten years ago, but I can vouch for the last three years that I at least never found such a thing happening.

3 P.M.

Dr. Ziauddin Ahmad: Sir, on a point of order, I will say that I cannot reply to him now but I will reply later on.

Mr. President: That is not a point of order.

Mr. Muhammad Yamin Khan: Now, Sir, I had occasion to deal in the Finance Committee with Mr. Parsons and Mr. Rau, who officiated for him, and we found that both of these gentlemen were very anxious . . . .

Mr. K. P. Thampan (West Coast and Nilgiris: Non-Muhammadan Rural): Sir, on a point of order, are we discussing Mr. Parsons or the Railway Budget?

Mr. President: I should like to draw the Honourable Member's attention to the fact that it would be more interesting to the House if he spoke on the Railway Budget which is now before us instead of elaborating on what happened in the Committee and what any member of that Committee did. The Honourable Member has really taken five minutes on that one point.

Mr. Muhammad Yamin Khan: My point was to show that these items found their place in the Railway Budget after they had been sanctioned by the Railway Finance Committee, and if any Honourable Member says that these items have been put down for providing for a particular officer, it means an aspersion on the members of that Committee. And I wanted to defend the Railway Finance Committee by saying this.

Mr. President: Order, order. The Honourable Member as a member of the Finance Committee may give reasons why they included this appointment in the Budget. But it is no use in my opinion saying what Mr. Parsons said here or there. The Honourable Member as a member of the Committee is entitled to put forward the considerations which influenced him in supporting the recommendation to be included in the Budget, and he will be perfectly in order in doing so.

Mr. B. R. Puri (West Punjab: Non-Muhammadan): And what is more, we as members of the Committee refuse to be defended by our friend. We should rather defend ourselves.

Mr. Muhammad Yamin Khan: I must bow to the ruling of the Chair, although I find that I was never going out of order on this particular point of order which has been raised when there was no point of order.

Mr. President: Will the Honourable Member proceed with his remarks?

Mr. Muhammad Yamin Khan: Yes, Sir, I am doing so. Sir, I would like the House to know that for every item which has been sanctioned, or for every new expenditure, we have taken a guarantee from the railway officials that that appointment will go to an Indian if a suitable Indian can be found. Every time a new post has been created, we have laid great stress on this point and we have been satisfied on this point that the claims of Indians have not been ignored.

Dr. Ziauddin Ahmad: Is Mr. Parsons an Indian?

Mr. Muhammad Yamin Khan: Dr. Ziauddin Ahmad knows fully well without my replying to it whether he is an Indian or not.

Now, Sir, I am sorry that all the expenditure which had been sanctioned, and which would have brought great improvements on the railways, and had been sanctioned by the Finance Committee, could not be made on account of financial stringency. The difficulty which we are facing today is not that expenditure is in the wrong direction but that the money cannot be found. We know that a lot of necessary improvements on the railways could not be achieved. There have been many suggestions which were made for the benefit of the public, but every time we found a huge deficit and we could not find money to effect these improvements which would have satisfied the public as well as the Members of this House. This has been an exceptional year and we have to wait till the next year. We knew that there was formerly a programme prepared for five years, but now that has to be given up. There were many good and useful extensions of the railways which were put down under the five years' programme, but we found that on account of the financial stringency they had to be given up absolutely. I have several times myself drawn attention to several extensions which were needed in my province and needed very badly for the past several years. These were promised and the work was even started, but they had to be given up and we could not say anything on account of the paucity of funds available. I would, however, draw the attention of the Honourable the Railway Member to one great grievance which has been continuing for a long time and it does not require very much money to be spent upon it. I have been drawing his attention to it every time during the Budget Session, and that is the construction of a shed in the Meerut City railway station, which has not been sanctioned up to now. I have been representing on behalf of the Meerut citizens and the public who alight there that on the island platform there is a very little shed and the people who get down there during the late hours of the night, or in the summer days, or in the rainy season, feel the greatest inconvenience in going from the island platform to the main platform. This is a junction where the East Indian and the North Western Railways meet and the island platform is meant for the North Western Railway and the main platform for the East Indian Railway. There is no shed over the bridge which

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connects the two platforms. We find sheds like this at Moradabad, Bareilly and other places, but we do not find it in such a big and important station as Meerut City. This will not cost much but it will afford great facility to the people and the travelling public if it is provided in the coming year.

There is one thing to which I wish to draw the Honourable Member's attention. He says that the rates of freight and fares have been thoroughly examined and they do not require to be changed, and if there is going to be any change, there would have to be a change as a whole. But with due deference to his opinion, I think that a lot of improvement can be effected by changing the freight rates. There is great scope for improvement in that direction. There are certain commodities on which the freight is not properly fixed and which can be properly fixed and this will effect a lot of improvement. If proper attention is paid after full inquiry, I think there is still great scope for improvement. In some cases there ought to be a decrease in the freight while there can be an increase with advantage in other cases.

Another thing, Sir, to which I would like to draw the attention of the Honourable Member is that petrol is sold in Bombay at about annas 14 to 15 per gallon. In old Delhi the price is Rs. 1-5-6 and in New Delhi it is Rs. 1-6-6. This difference is a big difference in an article which occupies very little space on the railway. What I find on inquiry is this. This difference in the price is due to the heavy rates of freight on petrol. The only answer which I can get from the railways is that the petrol waggon which comes from Karachi has to go back empty all the way and it involves necessarily double the expenditure. Therefore the charges must necessarily be heavy. I think that those days are gone when petrol was considered to be a luxury. Now the time is changed and the consumption of petrol is increasing every day and when the Roads Development Committee is seeing that the roads are developed in every way and people are travelling by motor cars and motor buses, the price of petrol must come down to a considerable extent and this can only be done if the freight is not so much as it is now. I think, Sir, the reduction which is suggested, namely 10 per cent. all round, is very sound because the people will be affected equally and when the low paid servants are excluded it will not be very hard on the others. This is far better than raising money by increasing fares and rates. But I think, Sir, it will be hard on people who do not receive high salaries if the reduction is the same in their case too. So I think there should be a certain differentiation made by a sort of sliding scale, say people getting so much salary should give 10 per cent., then 15 per cent., 20 per cent. and so on. A man who has got a high salary has got some luxuries to meet and a man who gets a low salary has more necessities to meet and therefore there should be a certain discrimination in the rate of reduction between the two.

Now, Sir, I come to the last word about this general discussion. As far as the Railway Budget is concerned, I have nothing more to say at present. I think that the speech of my Honourable friend, Mr. Ranga Iyer, as supported by Mr. Shahani was not sound. That is most impolitic at this juncture. It will not serve any good purpose; it will create great harm. Speeches of that sort and of that mentality are not required now-a-days. We must create a calm atmosphere and harmony. We can

say the same things in a better way and I hope that my friends who will speak in future will do more service to the country by not supporting such speeches and refraining from making such speeches.

Mr. A. Hoon (Allahabad and Jhansi Divisions: Non-Muhammadan Rural): After hearing the learned discourse from 11 o'clock up to this time, I am sure the Honourable the Railway Member will not mind if I begin my maiden speech in this House by paying him a compliment. It is common knowledge that the facilities of travelling are improving in the country, and I need not dilate upon that subject any longer. But the real thing which perhaps does not come to the knowledge of every layman is, how is the Railway Administration which is not seen by the passengers travelling at the railway station, dealing with the public with regard to commercial lines. I assure you that I have been in touch with the Railway Administration for the last 25 years, and I can assure you that the treatment which the Railway Administration gives now to the public with regard to the settlement of their claims, with regard to hearing grievances in connection with the booking of their goods, etc., is really very much to be commended, and it is all that can be desired at the present moment. On the other hand, with regard to the facilities, the comforts, the increase of pay and other comforts which have been given by the Railway Administration to their staff are also good. I think Honourable Members will agree with me that the railway *baboo* is better fed, is better clothed and is not looking half so melancholy as he used to do before. But in that theatre we find a gloomy personality moving here and there on the platform or in the railway train. That personality is the personality of our friend, the poor Anglo-Indian. I need not dilate on the causes which have led him to become so melancholy. But there is no doubt that the poor man finds that he does not get what he used to get before. I would not take the time of the Honourable Members any longer and would not get into the discussion with regard to communal representation. But I only want to impress with all the emphasis at my command on all my Honourable friends here that that is the result of the policy of spoon-feeding, which must vanish one day or other. If any community requires spoon-feeding now, I am afraid they should count upon the same fate waiting for them in the near future.

Sir, faults have been found by my Honourable friend, Mr. Yamin Khan, with regard to the building of a shed or with regard to the reduction of freight on petrol. I submit that these are very petty matters at this juncture in the history of the country. We are at this time confronted with a very very serious problem. A careful perusal of the speech of the Honourable the Railway Member as well as the speech of Mr. Russell in the other House bring the alarming fact to one's knowledge that there is going to be a withdrawal of over 10 crores of rupees from the Reserve Fund. I think, a little pin-pricking, small points, petty affairs, should all be forgotten at this moment by Honourable Members, and every one of us should come forward with some constructive proposals and place them before the Railway Advisory Committee, or before the Honourable the Railway Member, so that we may be able to see. we may be able to make arrangements that in the near future we do not verge on insolvency. If I understand aright —because my knowledge of these affairs is very limited—I think that if we withdraw 10 crores this year, and if another year is going to be equally bad, we shall have practically nothing left in the Reserve. What then

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are going to be the measures that will really do the needful in this matter? Suggestions are made by the Honourable the Railway Member that he is proposing a ten per cent. reduction in the salaries. Sir, with all the humility I possess, I put it before the Honourable Members that this is mere eye-wash. There may be sincerity behind it; there may be honesty behind it, and I daresay there is honesty and sincerity behind it. But the point is, is the remedy suggested going to undo the evil? I assure you that it will not. The action would be only insignificant as compared with the trouble that is facing us. We have got to see very carefully as to where really the mischief lies. The Honourable the Railway Member in his learned report has given expression on more than one occasion when discussing the causes of the diminution in the railway earnings, to the present political struggle. I quite agree with the Honourable the Railway Member that the present political trouble has got something to do with the deficit in the railway earnings; but I wish that the Honourable the Railway Member had not laid so much stress on that point alone. The point that is really vital in this matter is the expenditure. Honourable Members will all agree that we want safe wagons and safe carriages in which goods and passengers can be carried; we want a safe permanent way on which the trains will run; but at the same time we want a cheaper method of working. It is all very well for the Railway Member and his associates to say that they are trying to do this thing here and that thing there; but, Sir, it really comes to this. If when husband and wife sit down together and want to have a budget of their own, the husband says 'You must remember I must have a Rolls Royce", and the wife says "You must remember I must have my yearly trip to Europe", and the son says, "You must remember that I must go to Cambridge this year and thereafter to Oxford", what reduction can be made in the budget of a home where every one has got fixed items of expenditure from which he will not budget? Sir, the main trouble on our railways is expensive labour, and I use the word "labour" in its wider sense. For how long have the representatives of the people been asking for the Indianisation of the railways and what has been done actually so far is known to us all. I admit the railways are being Indianised, but I regret that the expenditure has not been put down. What is there to stop the administration from advertising that in future the Assistant Traffic Superintendent or the Assistant Engineer, or the Assistant Loco. Superintendent shall have to begin on Rs. 200 a month? If he does not like it, he can go to some other country and seek a job there. Sir, unless we all come to a resolution, unless we all make that arrangement, that expensive labour shall be done away with and curtailed, I assure the House that nothing whatsoever in the shape of tangible results can be achieved in the future.

The difficulty has come in that for some time past, in fact ever since the introduction of railways in this country, a certain standard has been assigned to the railway employee, and efforts are made to maintain that standard. I submit that probably the very standard that was assigned to the railway officer was not the right standard as compared to the conditions in other parts of the world. Without fear of contradiction, I can inform the Honourable Members here that on one of the busiest railways in England I came to know personally that the District Traffic Superintendent's salary was not more than £400 per annum. The District Traffic Superintendent in India, of a desolate district, where perhaps there

is nothing much to do except to go about in his saloon, gets a salary of Rs. 1,200 or Rs. 1,300 a month. Sir, unless we grapple with the evil, unless we go to the very root of the evil, nothing whatever can be achieved; and I submit that if we want to do anything useful, the only way to do it is that the officials and non-officials, gentlemen in this House who have made a special study of railway problems and of railway figures, like my Honourable friends, Dr. Ziauddin Ahmad, Mr. Hayman, Mr. Parsons and the Honourable the Railway Member, should all sit down together and first come to an agreement and say, "In future we are going to have cheap labour on the railways"; unless they do that, nothing useful can be done. Small improvements here and there and small grievances, I think, we can safely ignore at this time. We should go and see what is the real trouble and how it can be removed. With these remarks, I hope that the Honourable the Railway Member will take all these suggestions of mine for what they are worth and give them his serious consideration. (Applause.)

U. Tun Aung (Burma: Non-European): Sir, as I come from Burma, my view point in regard to the Railway Budget must naturally be Burman. Any one who has been to Burma will find that railway service there is one of the major services and the employees therein are all non-Burmans practically.

Mr. B. Das: What a shame!

U. Tun Aung: On the top of that, I view the matter with alarm and great consternation when I see the declaration made solemnly by the Honourable the Railway Member that the representation of Muslims in that service will be scrupulously observed. I think, Sir, the time has now arrived when there should not be any particular distinction made of this nature. I came to India as a total stranger, and here I find that the claims of Muslims have been forwarded by the authorities concerned with much more care than the claims of other races. I have no grudge against the Muslims in any way; but I am only anxious that the claims of my fellow-countrymen be equally observed if not more by the authorities concerned in Burma.

The last speaker touched on a very vital point affecting really material savings in the Budget. I have seen that motions have been placed before the local Council for the reduction of railway freights. Not a word has been said in this Budget, but I think it will be accepted that the reduction in the freight of paddy and other agricultural articles would offer an inducement to traders in spite of the depressed condition of the trade, to make use of the railway services, and thereby much more income might be expected from that source, if only an encouragement of that sort were placed before the traders.

I find, Sir, there is an estimated provision of Rs. 150 lakhs for the Sagaing Bridge, and for this year a sum of Rs. 20 lakhs has been budgeted. Those who have been to Burma will know that the Irrawaddy is the majestic river practically dividing the country into two parts from the top to the bottom. The Sagaing Bridge is one to connect the lines between Amarapura on the one side and Sagaing on the other. I know that this would offer a very useful service to the people there in that they would be employed on the construction of this bridge, but I am rather afraid that the sum of Rs. 150 lakhs, which will be spent on this bridge, which would after all be a marvellous piece of engineering, would not justify the use

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to which this bridge would be put. The ferry service that has been in use for many years past has been equally satisfactory. If instead of spending the sum of Rs. 20 lakhs this year, or Rs. 150 lakhs in all for this bridge, more railway lines were opened out in adjoining areas, there would be much more satisfaction to the people and there would be much better service rendered to the country. The bridge, as I have stated, Sir, would only be a piece of engineering skill. The tourists from abroad might come and admire it, but the service that it would give would not in any way be commensurate with the expenditure that would be involved in its construction. Now, I would only like to stress the first point, and that is, about the employment of Burmans in the railway service. I want to ask the Honourable the Railway Member, Sir, that the claims of the Burmans in this very extensive service in Burma should be given due recognition.

Mr. K. P. Thampan: Sir, I rise to make a few observations on the Railway Budget for the ensuing financial year. In doing so, I may say at the very outset, that I approach the subject in the capacity of a shareholder of a business concern, an attitude, I trust I am entitled to hold in my capacity as a taxpayer.

The position at the end of the ensuing year, as I understand it from the Explanatory Memorandum of the Budget, which was placed in our hands is this. The capital invested on the railway lines will be 796 crores of rupees, roundly. After meeting the working expenses from the receipts, there is left a net balance of 1·21 crores. This is hardly sufficient to pay the contribution to the general revenues, and we have to draw upon the accumulated Reserve, which is therefore reduced to 1·33 crores. The Depreciation Fund, after a withdrawal of 8·2 crores against a provision of 13·43 crores this year, stands at the satisfactory figure of 21·47 crores, on the 31st March, 1932.

Now, Sir, considering the large capital invested in railways, the Reserve of 1·33, though only of a few years' growth, is not adequate enough to meet abnormal conditions. Suppose there is a large deficit next year also, a contingency which I earnestly hope and trust will not occur, and we are forced, as we were this year, to draw on some kind of reserve, I am anxious to know to what remedy the Government will resort. In business concerns of such magnitude, it is highly necessary to build up gradually a large reserve to meet long and continuous adverse conditions. I would not have minded, therefore, if the contributions to the general revenues were reduced or entirely stopped for some years and the amount allowed to accumulate as reserve fund.

Mr. B. Das: No, that will not be allowed.

Mr. K. P. Thampan: Let me continue, I would also suggest that the expenses connected with the strategic lines ought to go to the military accounts, as they are, strictly speaking, allied to defence, and the accounts of the strategic lines removed altogether from the Railway Budget proper. ("Hear, hear" from the Nationalist Benches.)

Another suggestion that I have to make is that the sinking fund for the amortisation of the debt incurred for the railway capital ought to be legitimately treated directly under the Railway Accounts. Money is borrowed for several purposes by the Government and the sinking fund for

each purpose ought to be raised from its own respective source. There is no meaning in making railways contribute to the sinking funds of irrigation debts or any unproductive debts. As the railways are already contributing their quota to the common sinking or Debt Redemption Fund in the shape of a lump contribution to the general revenue which provides for it at present, it will only be a matter of book adjustments to carry into effect these humble suggestions of mine if they meet with the approval of Government. It has been said, that railways are commercial concerns, and inasmuch as that general principle has been recognised, one expects all the implications of that principle would be logically extended to all details and directions.

Now, Sir, coming to details, one is struck with the disparity between the expenses of the State-managed and Company-managed systems. For sub-head Agency, under Demand 4, it is found that the Madras and Southern Mahratta Railway spends only 3·35 lakhs, while the East Indian Railway, which has only a thousand miles more for administration, spends 9·90 lakhs, nearly three times as much as the former. This is only one case in point. Under Audit, it is 3½ times more; under Telegraph they spend nearly double, and under Medical, it is about three times as much. In regard to the Great Indian Peninsula Railway also it is more or less the same. Unless therefore there is something radically wrong somewhere, this cannot be explained. It is time that attempts were made to standardise the working expenses. It must be said that the companies manage their railways more economically, and if the fact is that that their Board of Directors exercise a more vigilant control over their workings, it is up to the Government to adopt the same system over the State-managed Railways. It often happens that State properties are treated as nobody's properties, and I hope as the railways of India are paying assets, Government will not neglect them or allow them to sink into that condition. A comparison between State-managed and Company-managed systems makes startling revelations in all branches of administration, and at this point I only desire that full advantage must be taken to introduce the economical ways in which the latter manage their affairs.

The purchase of stores in England and other foreign countries is another matter on which we Indians have strong feelings. Those materials that are available in this country should not be purchased elsewhere, and those that are not available must be manufactured departmentally by the railways in their own workshops. The railway is the most competent and proper body to take the Swadeshi vow, and we on our side will not hesitate to vote any amount for erecting the required additional plant to make the workshops self-contained.

I desire to avail myself of this occasion to invite the attention of the authorities to the rates and fares that are now prevailing on some of the railways. It has to be admitted that there is keen competition going on in many parts of the country between railways and private buses. In the place where I come from, it is cheaper to travel by buses. As a matter of fact, people prefer to go in buses from Palghat to Trichur, Coimbatore, and even to distant places like Palnis. I have myself found it cheaper to go to Calicut in my car, paying four tolls on the way, than taking a first class ticket by rail. Freight for timber in the Shoranur-Nilambur Branch is so high that it does not compare with that of ordinary bullock carts. I was told, and I speak subject to correction, that freight from Bombay to Calicut is much less than from Bombay to Palghat which is on the main line and

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nearer to Bombay by 80 miles. Merchants find it cheaper to book their goods to Calicut and re-book again to Palghat than to book directly from Bombay to Palghat. These are matters that really deserve close scrutiny and to be remedied with great advantage.

The introduction of intermediate class carriages on the broad gauge section of the South Indian Railway is one in which the public of South India have shown great interest. To a question put in the Assembly last year I remember to have read the answer that the matter was referred to the Directors at Home. But at a meeting of the Advisory Committee recently held at Madras the Agent is said to have declared that the introduction of intermediate class accommodation would not be a paying proposition. If the data collected did not show it was paying, where was the necessity to refer the matter to the Directors? The fact is that the South Indian Railway charges 7½ pies as against 5 pies in the Madras and Southern Mahratta Railway for their intermediate class on their metre gauge section. The difference between intermediate class and second class fare is only 1½ pies, and it is therefore natural that people prefer to travel second class. If the South Indian Railway will also reduce their fare to 5 pies, I am sure that there will be a ready response from the travelling public. There are a large number of middle class men who are above the ordinary poor people travelling by third class, and the South Indian Railway ought to cater for such class of people.

I find a sum of Rs. 5·85 lakhs has been budgeted for the expenses of the Central Publicity Bureau. There are establishments in New York and London to carry on propaganda work. One is inclined to question the utility of this branch. I would like to know whether, after the establishment of the branch at New York, there has been an appreciable increase in the number of American tourists in this country. Americans are sure to tour in this country as long as they have dollars in their pockets and sights to see in this country. While there is some kind of propaganda in foreign countries, there is hardly anything of the kind in our own country. The third class passenger traffic is an important item of revenue. If the efforts of the Publicity Branch are directed towards carrying on popaganda work among the large pilgrim classes, it is sure to have beneficial results. The villager has at present only heard about the sacred places of his country, and if he is made to know more of them and the facilities of travel, he might be induced to travel to those places of pilgrimage. I am one of those who think that publicity work in foreign countries may with advantage be stopped and its activities confined to this country.

Before closing my remarks, I would like to refer also to the desirability of determining the contract of the Bengal and North Western Railway and taking over its management by the State. The question has been before the Government for some time, and I find from the answers given to interpellations in the House that nothing definite has been decided. It is said that the Company is paying large, if not fabulous dividends, while the convenience and interest of the passengers are woefully neglected. If as I am told, the capital required is only one crore of rupees, the amount is not large and can be easily raised in this country itself. I hope that Government will see their way to acquire this line and do the needful without any more delay.

Mr. Amar Nath Dutt (Burdwan Division: Non-Muhammadan Rural): Sir, I confess that I find it not only depressing but humiliating to have to discuss a Budget over which we have really no control. Not only do we have no control over this Budget, but we have no control over the policy of the administration, or the programme and policy of construction of railways. On these matters we are never consulted. In fact, we cry ourselves hoarse in this House and elsewhere for constructing a little railway line here and a little railway line there, but the Railway Board and the Honourable the Railway Member hardly pay any attention to our cries. They are solely guided by two factors; one is the construction of strategic lines for Imperial purposes, and the other for advancement of British trade. We know how lines are constructed at places where other interests than Indian interests require that they should be constructed. Innumerable examples of this can be given, where foreign prospectors have taken leases of jungles and apparently waste lands at a very convenient rate, and then they ask the Railway Board to construct a railway so that they may have good prices for the products of those tracts. But, Sir, civilised tracts, have been left out of consideration. It is nearly 76 years ago that the first railway train began to run here in India and the tract of the country which it traversed was from Howrah to Ranigunge. To the south of it lies that civilised tract of Bengal which has produced the greatest poet of Bengal, Kabikankan, and also the greatest jurist of modern India, the late Sir Rash Behari Ghosh. This tract of country has been neglected for a long time. In 1872 there was a talk of constructing a line over that tract of country, and Mr. Horace Bell surveyed the line. Then, about the early eighties of the last century there was another survey of the line. Afterwards, about the year 1901 or 1902 there was another survey. At the instance of Mr. Bhupendra Nath Basu, who happened to belong to that part of the country which has produced the greatest Indian of the nineteenth century, Raja Rammohun Ray, a line was proposed to be constructed from Vishnupur to Howrah. So long as Mr. Bhupendra Nath Basu continued to have influence in the Government of India, the proposal was not dropped but I find now that it has been almost dropped, as will appear from the answers given in regard to the construction of that line. The answer has been that, unless there is more pressure of traffic, they are not going to construct the line. Sir, I may point out that there is a line on which the Indian revenue has suffered a loss. You guarantee an interest of 4 per cent., but the line does not pay you more than 2 per cent., because you have laid it at a place which is neither a business centre nor from which people can get to other places, I mean the Bankura-Damodar River Railway. But if you extend it to the town of Arambagh or the district town of Burdwan, I think that that line will pay and Indian revenues would not suffer. I pressed this matter more than once before the Financial Commissioner, but our prayers have not been heeded. About the administration and policy, much has been said, and I would not detain the House by dilating upon them. But there is one matter about which I shall respectfully invite the attention of the Railway Member, and that is about the stores purchase system of the Railway Board. I find that about 9 crores of stores have been purchased from foreign sources and the imported materials from foreign countries come to about 7 crores. That is, about 16 crores worth of stores have been purchased from foreign countries. Now, what is the amount that has been purchased in India? Here we have a

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very clever device. Here we have a figure given as 14 crores, a little less than what is purchased from foreign sources. But I think three-fourths of this 14 crores is only raw materials, such as bricks, stone, timber and coal and such other things. Certainly, these things cannot be imported from other countries. I know there are people who would like even these things to be imported from other countries. I know what has been the fate of the coal industry in Bengal by attempting to bring in coal from elsewhere, but these are matters outside the present subject. Leaving out bricks, stone, timber, etc., only about three or four crores worth of stores are purchased from indigenous sources. Now, in connection with this matter I may point out one fact about the Peninsula Locomotive Company, which was not given any orders for locomotives, and afterwards the Government purchased the company and converted it to the purpose of manufacturing bogey under-frames. We have some remarks about it in the speech of Mr. Russell in the other House, which are to the following effect and which I consider to be nothing but a camouflage. In fact those who know the inner working of these things will not be deceived. On page 6 of his speech, Mr. Russell says:

"As another instance of how economy can be effected by standardization I would mention the East Indian Railway Carriage Underframes Workshop at Tatanagar. Carriage underframes are being manufactured there today at considerably less cost than they can be purchased from any other source."

I challenge the Honourable the Railway Member and the Honourable Mr. Parsons to let us know whether they ever invited tenders, so that we may know whether these things could have been purchased at a cheaper rate from elsewhere.

Then there is one other fact which I should like to mention. This House is new. Many of the Members are new also. For their information I may point out to them that last year the Government reserved twenty thousand tons of steel sleepers to be purchased from the Tatas. This was assured to Pandit Nilakantha Das last year, but when Pandit Nilakantha Das informed the Tatas of this fact and when they came over here, they were refused the order. Subsequently when the Bengal Nagpur Railway wanted steel sleepers, they invited tenders with such specification as can only be had from Henry Williams. (*Cries of* "Shame".) These are facts which those who know will understand. The result has been that the Tatas' sleeper plant is lying idle, and still the Railway Member, who is also the Commerce Member, comes before us and wants to have the Tatas subsidised. Then there is one other fact which I beg to point out to the House. If instead of using steel sleepers, you had ordered cast-iron sleepers, several foundries engaged in the manufacture of the same in Bengal would have got sufficient work to have their labour engaged. Now, it is a well known fact that cast-iron sleepers can be substituted for steel sleepers, which are more durable and cheaper. In view of these observations about the purchase of the stores, I hope the Honourable the Railway Member will see his way to rectify matters, so that we may not have to complain in future years. I have carefully perused and listened to the speech of the Railway Member and his remarks about retrenchment. He says:

"So far as the reduction in expenditure is concerned, I am confident that, with the good-will of all concerned and the strenuous efforts to effect economy which I know are being made on all railways, we should be able to reduce our expenditure to the extent contemplated."

Sir, I can assure him that there will be no lack of good will on the part of those whom he asks to show good will, but I deny that strenuous efforts are being made on all railways. We hear of new posts being created year after year carrying high salaries. Now, Sir, if you go back to the history of the Railway Administration from the days when it used to be administered by a Member of His Excellency's Council, and before the formation of the Railway Board, in 1905, I think, you will find that posts of various kinds have increased. Whenever any man without education belonging to a particular community is to be provided for, at once a post worth more than Rs. 250 is created. I think I will not be misunderstood if I submit that in this connection it has been said that about 75 per cent. of the posts are Indianized, but I can point out that of the posts carrying a pay of over Rs. 250 about 63 per cent. are held by a particular community, and the rest were divided among the two other communities, who were unfortunately wrangling here this morning. In fact I wish that both the communities should join hands in fighting this common encroacher on their rights. Be that as it may, my submission before this House is that there should be no racial discrimination in matters of employment. Efficiency should be the sole test of public service ("Hear, hear"), and what you lay down here is against the charter of the good and great Queen Victoria, that Indians will be employed irrespective of caste, creed and colour, to the various offices under the Government. You go back against the words of that great and good Queen and treat her proclamation as a scrap of paper.

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There has been some reference to third class fares, and the logic is rather queer and un-understandable. It has been said that if fares have to be raised, the fares of all the classes have to be raised—of the first class, the second class, the intermediate class as also of the third class. It is said that, as soon as you raise the fares of the first class, people who used to travel first class come down to the second class; in the same way the second class people come down to intermediate, and the intermediate class people come down to the third class. And for this reason you wish to raise the fares of third class also. That is hardly fair to the poor people who travel third class as they have no lower class to go in. (Laughter.) In the matter of retrenchment you want the withdrawal of the amenities of third class passengers. I do not know what amenities these poor passengers possess, save and except that they can huddle themselves in the railway compartment after getting the kicks and blows dealt out by some of the employees; and then they have to purchase at a high rate unsubstantial food. All you give them is the *pani pare* to supply them with water. This is the only so-called amenity supplied, and that probably you want to take away. Then with reference to the water supplied, I have one other grievance to point out. These *pani pares* hardly come before the first and second class compartments (Laughter), and orthodox Hindus who do not take, or would not like to take water from other hands, find it difficult to get water from them, and at times these water carriers are not to be found for the third class passengers also on the railway platform. This is a thing in connection with which the Railway Administration ought to issue instructions strictly that they should always be present. Then as regards the food supplied to the Hindu passengers . . . .

Dr. Ziauddin Ahmad: All the passengers,—Muhammadan passengers also.

Mr. Amar Nath Dutt: You have your restaurant cars where you can have good and nice dishes, but the charges are so high, and with the fall in prices why should they not be asked to lower the prices? But whatever that may be, as regards the Hindu refreshments in the car, I beg to submit that on the East Indian Railway I have not found any. There are of course some refreshment rooms in the stations, but will you believe it, the train stops for just fifteen minutes at Cawnpore, and the Honourable Member who sits by me here had his food from the Cawnpore Hindu Restaurant Room and the food was brought to him. But he was told that he must transfer the food into some dishes of his own. He asked why, since Kellners' people go with you. The reply he got was, "We have no passes". "You have either to finish your food in fifteen minutes, or you must have your own dishes in which to put the food and take that in the carriage. Now Kellners' people go with you for several miles till you finish your meals. Then again you find there is one very popular train, the "Blue Express".

Mr. President: The Honourable Member's time is up.

Mr. Amar Nath Dutt: One minute, Sir, about the Blue Express. (Laughter.) This train reaches Cawnpore about 9 A.M. That is hardly the time for Indians to take their breakfast, and after Cawnpore we have no Indian refreshment rooms. So one must take it at 8-30 or 9 in the morning, or he must starve himself.

I submit that all these things should be looked into.

Mr. D. K. Lahiri Chaudhury (Bengal: Landholders): Sir, after the sad picture of a completely depressed state of affairs portrayed by the Honourable the Commerce Member, one does not feel like having any nerves to launch into a critical estimate of the general condition of our railways, and yet this is perhaps just the time when we should muster courage and concentrate all our energies to save the situation.

The Honourable Sir George Rainy deserves our thanks for having drawn our pointed attention to the hopelessly dangerous condition in which the management of our State railways has been reduced to, but he can hope for little sympathy from the representatives of the people in this House whom he has suddenly told that, for the first time since the separation of the Railway Budget from the General, there is a net loss of about five crores of rupees to be met by the already over-burdened taxpayers of the country. (*An Honourable Member*: "Ten crores".)

This is not the occasion to scrutinise and examine the details of working of our State railways, but permit me, Sir, to point out that the statement made by the Railway Member only goes to confirm the general impression in the country that a few European officers—mere birds of passage in this Country—are hopelessly bungling the management of the biggest nationalised industry in the hands of the State.

It was not in a light vein, and certainly not without giving the matter most careful and anxious consideration, that this House echoed and emphasised the demand in the country for a policy of State-management. It is a matter of history, Sir, how it took popular opinion nearly 15 years to prevail upon the Government to accept the policy of State-management. Let it not be said by future historians that, owing to our negligence, the cherished ambition of the people of India to possess and to manage her

railways was completely ruined. For, I am afraid, Sir, that the signs round us only portend a complete failure of State-management. The Honourable the Commerce Member has tried to convince this House that the decrease in net receipts from our railways is of a more or less permanent nature, and he has tried to explain away the difficulties by referring to the world trade depression and the civil disobedience movement. Unhappily the Railway Board's own figures tell a different tale. The figures quoted in volume 1 of the Annual Administration Report show that, with the exception of unusually lucky conditions in 1927-28, the net receipts of the railways, and particularly of the State-managed ones, had been steadily on the decline for several years passed. It is no use, Sir, to side-track the real issue and to try to cover up all sins of omission and commission by laying all blame on the country's struggle for freedom, that has taken the least offensive form in the present civil disobedience movement. Both the Government and ourselves have to thank the Congress for the restraint they have placed on the forces of revolution in the country. For no one can tell what serious consequences would have followed both to the country and her railways, had this legitimate demand of the people to win Swaraj for themselves not found expression merely in non-violent channels. It appears that the disease lies elsewhere, namely, in the rather unfortunate fact that, although it has been the accepted policy of Government to have the railways of India increasingly under State-management, the actual administration of the policy had to be left in the hands of persons who themselves were poor believers in State-management. I do not know if it is really deliberate, or it is accidental, but one thing is patent, that the management of the railways by the present Railway Board has failed to advance the cause of nationalisation, so dear to the people of India.

Before proceeding further into the specific items of income and expenditure, this House would be glad to have an assurance from the Government that, in view of the experience of the past, special efforts will be made to see that the cause of State-management is not ruined. The danger to the policy of State-management is revealed not merely through the net financial results of working. It is also reflected in the careless handling of the question of purchasing the Assam Bengal Railway. Ten years ago the Acworth Committee unanimously recorded that the management of Indian railways by English companies with boards sitting in London was an anachronism which ought to be removed as early as possible. It was therefore recommended that the contracts with such Companies, managing railways here, should be terminated whenever opportunities were presented. Sir, this House has a right to know what arrangements are made by Government to carry out these recommendations loyally. Government ought to take such steps in this matter sufficiently in advance, as would enable them to ignore temporary financial exigencies in steadily pushing through the policy of extending the network of direct State-management.

The other matters that deserve careful attention are the policy of capital expenditure in recent years and the net effects of the numerous measures of economy and efficiency that we have so often been told of. It is our fear, Sir, that no proper scrutiny is or has been made of the capital programme from the strictly commercial point of view. Big schemes involving a good deal of purchase of iron and steel and other materials from foreign countries may be matters of pride or satisfaction to the engineers of the Railway Board and may afford some little opportunity for an expensive

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publicity stunt, but they are matters of poor consolation to us when we discover that, measured in pound, shilling and pence, these have enormously enhanced our debt charges with little or no additional return. This House demands that full information be placed at its disposal to show how far each and every item of capital expenditure has brought us some net additional revenue.

The Honourable the Commerce Member has at last realised the need for the exercise of the strictest economy. He deserves to be thanked for it. But I am afraid, Sir, this necessity has been perceived a little too late. And even as it is, the policy proposed to be adopted is far from what we feel to be the right one. There is no question that at a time like this the hundreds of small loopholes through which money leaks out must be stopped, but if the ultimate object is to effect real economy, what is needed is the damming up of large channels through which money is drained out, and not a mere policy of stop-gaps. It is our apprehension that the proposals enumerated by the Honourable the Commerce Member will only go to accentuate the difficulties of our poorly paid class and lower grade Indian staff on the railways, many of whom have, I understand, already been served with notices for the termination of their services, while the European and Anglo-Indian officers enjoying the cream of the services, will go entirely unaffected. We fail to understand the logic of a scheme which, on the ground of inadequate financial resources, brings about unusually heavy hardship on the poorer grades of our employees only. In view of the state of mind of our lower staff, we should not be surprised if the adoption of such a policy lead to serious results in the coming year.

The example quoted by the Honourable Member in connection with the question of a wages-cut is not at all convincing. It is no use trying to befool the House with proposals based on averages. We would like to know what net economies would be effected and what the Government think of a progressive and graduated cut in the salaries of all our staff drawing more than Rs. 100 per month, at rates varying from 5 to 25 per cent.

In conclusion, I want to emphasise that the whole system of railway administration needs thorough modification. Our rates policy is too full of confusion of principle and anomalies of practice. Our railway law needs thorough revision at an early date. Our financial arrangements require a careful scrutiny. And above all, there is the crying need of a co-ordination of different means of transport—railways, road motors, coastal and inland water carriers, and air vessels. We only hope, Sir, that wiser counsels will prevail upon the Government and a Committee will be appointed to examine the present position thoroughly and to recommend a comprehensive policy that would be in the best interests of the country.

Mr. Jagan Nath Aggarwal (Jullundur Division: Non-Muhammadan): Sir, by good fortune I have caught your eye, and at this late hour I have just a few observations to offer on the general aspect of the Railway Budget. I must confess that it is no pleasure to speak on this subject because this Budget is highly disappointing. When the last year's Budget was presented, I was of course not here but I read it. The Railway Member put his estimates at the high figure that we know and a note of warning was sounded from this side that depression was already upon us. We find we are now in the midst of the depression, but I

hope that we have passed through the worst part of it. But I submit that no real substantial attempt has been made to block up those small leakages at hundreds of places, through which leakages the resources or the income of the railways have escaped or have been frittered away.

The Honourable the Railway Member when he gave us a review of the whole situation took his stand upon the principle that it was not the large gaps, the blocking of which would enable him to conserve the resources of the railways, but the blocking up of the small openings in hundreds of places. From this review he turned his attention to various aspects of the case. The first one to which his attention was naturally drawn was the reduction in salaries. As a matter of fact one might as well point out that of the 100 crores or so, speaking roughly, of the income of the railways, about 66 crores are swallowed up by working expenses, so that if we can economise in that direction, we will be making a good net saving. Some of the observations which fell from my learned friend, Mr. Hoon, are matters to which the Railway Department may give very serious attention indeed. The administration of the railways is very top-heavy. Salaries have been worked up too high and though there were times when perhaps this was justifiable, at the present day when we are told that Indianisation is being adopted and we are thinking of economy in all directions, the suggestions of my Honourable friend will have to be very seriously considered, and when making new appointments we shall have to adopt a humble scale of salaries. It is well known that the scale of salaries in this country is unparalleled in the history of the world. We have nowhere such a high scale of salaries as in this country and a smaller scale may very well be adopted, at any rate for new entrants in the service. It is no use sticking to the old scale of pay. Formerly, you had Europeans enjoying that pay, but now you have Indians. Indianisation does not mean only the replacement of white people by brown people, but it means also the replacement of white people drawing big salaries by brown people drawing lesser salaries. So far as that aspect of the case is concerned, I submit that Indianisation has got a particular meaning and that seems to have been overlooked by the Railway Board up to the present time.

Then, Sir, there is one other aspect of the case which was just touched upon by the Honourable Member and dropped like a hot potato, this one, of reduction of salaries by say 10 per cent. We were told that if we were to reduce the salaries of these high people who draw in all about 2 crores, we would get 20 lakhs, and if we take the salaries of persons drawing Rs. 30 a month we will have some saving. But unless the Government of India were to curtail the salaries of all public employees in the various Departments, it could not be done on the Railways. That argument I should like to examine a little more in detail. The Railways insisted on having their own separate Budget and said that they did not want to be involved in the Budget of the Government of India. Then look at this position. The Railways are a commercial proposition; they are a business house. If they are in difficulties why should they insist that the public services under the Government of India should cut their coat according to their cloth? Why don't they begin? Let them give a lead to the Government of India and say, "This is the advantage we have by separation from you. We are framing a budget of our own. We are a commercial body and we know what business means and therefore we are going to cut our coat according to our cloth."

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Take a 25 per cent. reduction on the highest salaries, then 20 per cent. a little below, and then 5 per cent. and so on on a sliding scale. That is a thing which might, on a voluntary basis from the Railway Administration, come as a very good lead to the Government of India and to all other Administrations which are spending Departments. Now, Sir, the Honourable the Railway Member touched on the question of increase in rates and fares. There he had again a certain difficulty and he said, "If you increase the rates of the first class man, he walks down to the second class, and if you increase the rates of the second class man, he comes down to the third class," and there I was glad to find that my Honourable friend stopped in the third class. If everybody is in the third class, then what happens? What is my Honourable friend doing for this large accumulation of passengers in the third class? We find that about 88 per cent. of the travelling public travel in the third class. My friend leaves them alone. If Honourable Members sitting on the opposite Benches take the trouble of disguising themselves and walking into the third class waiting sheds to purchase a ticket and travel in a third class compartment, I am sure they will leave their Benches and come to this side, and they would support everything that I say. Let us examine this proposition. We have 88 per cent. of the people travelling in the third class, and if my friend, in spite of what he is doing for the first and second class passengers, is not able to attract passengers there, then I make a suggestion to him. Why not we walk into the third class ourselves? Provide all sorts of conveniences, all kind of comforts for them. At least give them fans in summer. Provide them with all reasonable comforts. See that the carriages are not overcrowded. At present human beings are closely packed together in these carriages even on a summer day. I say, recognise this fact. You are a commercial Department. That is not the case with regard to other Departments. Unfortunately the Railway Department seems to be so wooden. They should look upon it as a commercial proposition. Here is your largest customer, the third class passenger. What are you doing for him? The other day there was a question, is it proposed to provide fans for him and the reply was "oh, no". It was airily turned down. He is your largest customer. Why should you not provide him with all the facilities that you can provide? My point is a two-fold one. Look to it that the other classes, the first and second classes, come to the third class, and look to it that this third class man does not walk into the bus. Now that is the danger. My learned friend will have to see to this. I may mention that this is a serious danger which threatens them. In this House my submission would be that in the case of these third class men you must provide all these amenities and develop that third class as the predominating class on the railways. I am sure my Honourable friend will bear me out with his experience on the railways in Western countries. If any one travels there in any but the third class, people think that he must be a peer or an aristocrat, or somebody of that doubtful kind. Every man travels there in the third class. Let my friend develop the third class here on those lines. The amenities for a third class there are as good as for the highest classes here, except for sleeping accommodation. That is the line on which the convenience of the travelling public should be developed and we could possibly get more revenue.

Now, Sir, another danger which threatens them and which perhaps the railways are feeling the pinch of is the bus. I feel happy when I find

the railway being fared with this competition of the bus. I feel happy because that which you could not by one hundred years of agitation achieve from the Railway Administration, you get by the immediate prospect of competition with the bus and the road motor. Well, Sir, that is a proposition. If the road motor offers you facilities, takes you from your place and leaves you at your destination, without the trouble of having to change at a railway junction, going up and down from one platform to another, and then taking a tonga to your house, the railways should see to it that they offer equal or at any rate only slightly less conveniences to the travelling public. It is a commercial proposition. What did the railway people do when they were faced with competition on the Simla road? I may tell you from experience. The railway motor people are very obliging, have grown more obliging, more courteous indeed. In fact I have never known a railway man coming and asking if any one would like to travel by the rail motor. Thanks to the road motor, the railway people have grown very courteous there but I admire not the railway people, but I admire the road bus people. It is a matter of great pleasure indeed to have an alternative system of traffic. If you have an alternative system of traffic, you can meet the strikes and in times of trouble you have your alternative system to fall back upon. We know what happened in the Punjab when there was trouble in 1919. People were stranded and they could not travel unrestricted on the railway trains and there was no motor bus. Therefore it is a matter of pleasure for me to find a growth of road travelling in this country, and the railway should not look upon it as a matter which interferes with their legitimate work. This competition is good for everybody, and I can assure the Honourable the Railway Member that it will be good for him too, provided he looks upon it in that spirit.

Now, Sir, there is one other aspect of the matter which has to be examined. The railways, I am sorry to say, in the matter of carriage of goods, have no scientific system. We know, some years back, experiments were tried on coal. Reduction of freight on long distances resulted in increase of income. That experiment unfortunately had not been tried with regard to agricultural products. Latterly in the Punjab, this carriage of wheat, so to say, has been subsidised by the Punjab Government, one-third of the freight being paid as rebate. But I put it forward to them, if stocks of wheat are lying in the Punjab, should not the railways be the first to come forward with a proposition to carry them to Karachi and other ports at cheaper freights than to the intermediate stations? The railways can very well manipulate it and encourage the movement of goods from one place to another. For instance, *gur* may be carried to the different parts cheaper than sugar. You will encourage the industries of this country by a judicious system of freights. The railways can do a lot in this direction. Also as my friend has suggested, the railways being the biggest corporation, should buy their requirements in this country. This is a way in which the railways can develop the industries of this country. If the railway put forward a suggestion that the State should forego a portion of their share out of railway earnings, that is the way in which the railways should put forward their claim, that they are out to encourage the industries of the country and to train the people in the manufacture of so many other things which they are using. Just a few words with regard to two other matters which the Honourable the Railway Member mentioned in his speech yesterday. One was the question of Indianisation. On that subject, Sir, we are assured that a good deal has been done. I have not gone into the figures closely as all these bulky volumes were

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presented to us only the day before. But I have a grievance in this sense that the Memorandum itself mentions on page 3, paragraph 7:

"Experience has shown that except for the Transportation, Power and Mechanical Engineering Departments there is at present no difficulty in obtaining Indian recruits with the requisite qualifications."

That is a matter for disappointment that for the engineering services in our railways they have not been able to obtain any recruits. They have tried this system of apprentices, but it will be something like 1933 before they will be able to get any recruits. I submit respectfully that it is time that they tapped the resources of Indians in this direction, and I am sure they will be able to find recruits whom, with a little training, they will be able to bring up to the proper standard.

Then, Sir, lastly a word must be said with regard to the claims of Muslims in the railway services. That is a very delicate subject and one would not like to say much on it, but one is compelled to say this: that just now the State railways are not the close preserve of Hindus or Muslims but of Anglo-Indians quite out of all proportion to their numbers. If the Railway Member was out to put it forward as a matter of communal representation, then certainly he will have to adjust many other claims than those of Muslims. I wish my Muslim friends joy in being promised some preference in the railway services. But that is not the point. Being spoon-fed or having stilts to walk on is not good for ever. If he had merely laid it down as a proposition that for a certain number of years a certain percentage of Mussalmans would be taken, I could understand it. But when it is laid down that for all time to come a certain community will be given preference in a service, I submit a note of warning must be sounded against such a policy. It will be suicidal for the community as well as for the efficiency of the country. Let me point out one instance. Honourable gentlemen opposite must have noticed that a booking clerk in a railway station in England is able to dispose of three times the number of passengers than a similar clerk does here. The spectacle of a *Babu* lazily carrying on behind the window and getting irritated after issuing about fifteen or twenty tickets with a half a dozen more passengers hustling him is also familiar. I therefore feel that in this matter the claims of communalism should not weigh in the way they have weighed. If my Honourable friend was out to weigh communal considerations in the way he was doing, then he should have restricted the employment of Anglo-Indians for ten years at least to come, and then he should have given encouragement to the Muslims. That I could understand. But after the claims of the Muslims have been secured, the Parsis will come in with their claims, the Indian Christians will come in with their claims, and so many other communities will come in with their claims that it will be impossible to appease everybody. I wish at this stage to quote just a few words from a passage in a book, written not by an alarmist agitator but by a retired member of the Indian Civil Service. This is what he says in regard to these claims based on communal considerations:

"There is no doubt that once the communal system has taken hold of political life it completely overwhelms all other party divisions. In the Punjab it has very nearly killed Nationalism. In that Province communalism is seen at its worst, for no question arises of protecting a small and weak minority but rather of making peace between three sturdy groups, Muhammadans, Hindus and Sikhs, and the last two nearly equal the first. Though the Moslems began the demand for community representation, the Hindus are apt pupils in the areas where they are in a minority."

Further on he says:

"The only possible argument for the introduction of the communal system is that it has been demanded, and in India the Moslem's claim was supported by the Indian Congress of 1916 in order to give an appearance of national unity. They could have done no greater disservice to the Indian nation or to their creed of nationalism. They forced the late Mr. Montagu, very much against his will, to embody the principle in his scheme, and the principle having been accepted it had to be extended, sometimes in a modified form, so as to include Sikhs, Anglo-Indians and Europeans, Indian Christians in Madras and non-Brahmans. Future historians will possibly accuse the English of having introduced the system with deliberate malice, like a retreating army poisoning the wells behind it. This will not be true. The churning of the ocean has begun, and one of the first products is certainly not the nectar which is to make India live for ever."

Dr. A. Suhrawardy: What is the name of the author, please?

Mr. Jagan Nath Aggarwal: Mr. G. T. Garratt, I.C.S. (Retired) and the book is "An Indian Commentary". I would therefore submit that in this connection this lesson has to be taken to heart. By all means push a community, but by no means on communal considerations.

The Honourable Sir George Rainy: As is usual, Sir, upon this occasion, the discussion has been somewhat discursive, in which we have covered a good deal of ground. I am afraid it will not be possible for me, within any reasonable limits of time, to attempt to reply to everything that has been said.

Perhaps I may begin with the complaint made by one or two Members as to the very short time that passes between the introduction of the Budget and the date of the general discussion. So long as the Railway Budget has to be dealt with in the cold weather Session I honestly do not see how to get rid of that difficulty, because we are pinned down between two dates, the date by which the Railway Budget must be got out of the way in order to make room for the General Budget, and the earliest date on which it is possible to have the Budget ready, having regard to the proceedings of the Standing Finance Committee. Everything else has to be fitted in between these two dates, and I quite admit that it is rather a tight fit. I regret it myself, but I do not see how under the present system we are to avoid it.

Having disposed of that preliminary point, I think perhaps I might come to the opening speech of the discussion, made by my Honourable friend, Mr. Ranga Iyer. After his opening words, in which he said he could not find it in his heart to congratulate me, I was never more surprised in my life than to hear what immediately followed, because I found myself presented in a position which had never occurred to me in my wildest imagination. I was told that generations yet unborn would hold my name in abhorrence and cover it with execration on account of my communal policy, while on the other hand it was to be held in high honour on account of the reductions in pay. Now, Sir, I fear I cannot assert any just title to either the execration or the honour. The plain fact of the matter is, there is no question of any new policy, and in my speech I said in so many words that what the special inquiries had disclosed was that adequate efforts were not being made to carry out the declared policy of Government. What that policy is, every Member of the House knows. Hardly a week passes in this House, in which a question does not appear on the paper on that very subject, and the answer given is always the same. It is that policy to which I was referring. There is

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no question at all of the Railway Member suddenly emerging upon the scene with a brand new policy of his own.

Now, Sir, before I go on to the main topics of the discussion, it might be convenient if I were to attempt to dispose of a certain number of quite minor points that were mentioned by various speakers. For instance, my Honourable friend, Mr. Ranga Iyer, wanted information about the pay of railway servants in other countries. I will certainly see whether I can get any information for him. Another point to which he drew attention was the promise I gave in 1929 about the pay of teachers in higher English schools in the East Indian Railway. I do not want to deal with that point today because there is a question on the paper, and I think it will be easier to give the information when that question is put.

My Honourable friend, Mr. Maswood Ahmad, in addition to his complaint about the insufficiency of time allowed to him to study the Budget papers—but I think it must have been the general feeling of the House that he seemed to have made very good use of his time and had mastered the figures rapidly and competently—raised several other points, on which I cannot but be interested, coming, as I do, from Bihar and Orissa, about the speed of trains and the number of trains between Gaya and Patna, and also about the Patna-Ranchi service. I will not attempt to discuss these here, but I will certainly have the points which he has raised examined.

Then my friend, Mr. Yamin Khan,—and I should like to thank him for the warm support he gave us and for his appreciative references to the Railway Department,—raised two points, which I have specially noted. One was about the construction of more sheds for passengers on island platforms, and the other was about the rates of freights on petrol. As regards the former, I can very well understand that where sheds are absent, it may cause a very considerable hardship, for I remember very well disembarking at Jhansi, having to change carriages at the end of June at 2 o'clock just before the monsoon broke, and I know exactly what I felt on that occasion. Only I am afraid the present is not a propitious moment to undertake even small works of that kind, and while we shall keep it in mind, I am afraid we shall not be able to make any very rapid progress.

As regards the freight on petrol, I think the Honourable Member has forgotten that it is only about two years since we made a big reduction in the freight on petrol, and in the second place, when I am in search of revenue, I am in search of articles the traffic in which will not only continue but perhaps increase, even if the freight is raised. All he said about the rapid growth in the consumption of petrol rather suggested to me that perhaps there was a hen roost here that would bear a little robbing.

Then my friend from Burma said that I had not said even a word about the freight on rice, but as a matter of fact I think there were about six words, in my budget speech at any rate there was one sentence in which I said we were awaiting a report from the Agent of the Burma Railways. I have ascertained that the report has just come in, and it will be examined as rapidly as possible and we shall see whether there is anything to be done.

I am afraid I shall not have time to go into what my friend, Mr. Amar Nath Dutt, said about the Bankura-Damodar Railway or about the Peninsula Locomotive Company, but I should like to say a word about the cost of underframes. That is a matter which on two or three occasions I have carefully investigated myself to make sure what the position was, and I was quite satisfied that, by making the underframes in our own works, we were saving money. As far as I could see, there could be no question about that.

Then finally, coming to the last of my small points, my friend, Mr. Aggarwal, I thought, was a little ungracious on the question of Indianization. He said "Ah, it is all very well, but it seems very strange that in the Transport (Power) and Mechanical Engineering Departments there should be such a difficulty in obtaining suitable Indian candidates". In fact, there is such a difficulty, and I cannot help it, for I did not make the difficulties. But what I did do was to give my warmest support to the special effort made by Mr. Hayman in order to obtain, if that were possible, satisfactory Indian recruits or recruits whom we could train up to the necessary standard. Our efforts have been successful, and I think we are entitled to a little congratulation.

Now, Sir, I must deal, as briefly as I can, with the important questions raised in this discussion. One very important point affecting the question of economy relates to the pay of the services and the possibility of a cut in wages and salaries. One or two speakers rather tended to suggest that I had myself made a proposal for a cut. I think if Honourable Members will read my speech again, they will see that I refrained from doing so. I said that a cut in wages and salaries was a possibility which we might have to face, but I did not say that Government had any present intention of reducing pay, and my figure of 10 per cent. was purely illustrative.

With reference to what fell from my Honourable friend, Mr. Ranga Iyer, I should like to explain why on one point I interrupted him. It was for this reason, that, as far as I could hear him, I thought he was suggesting that I had proposed a cut in the pay of gazetted officers and upper subordinates only. As the term "upper subordinates" is ordinarily used, it is limited to subordinates on pay of Rs. 250 a month and upwards, or on scales of pay rising to Rs. 250 a month. Where I drew a line in my speech, in so far as I did draw a line, was between the people on less than Rs. 30 a month and the people on more than Rs. 30 a month. That is rather a different line. What I tried to bring out in my Budget speech was this that, if for financial reasons it became necessary to make a substantial saving by a reduction in pay, it was not possible to limit that reduction merely to the gazetted officers and the upper subordinates. We should have to come right down the scale pretty nearly to Rs. 30 a month. Now, an attempt has been made during the discussion to meet that argument by saying, "Oh, it would be quite possible to make a 25 per cent. in the pay of the gazetted officers and the upper subordinates, and then it would not be necessary to touch anybody else". Frankly, I must say I do not see how on any principles of justice and equity, a proposal of that kind could be justified. What has been the effect of the fall in prices? What class of officers has benefited directly by a reduction in the cost of living? Is it the highly paid officers or the lower paid establishments who are better off today than they were a year ago? I think there can be only one answer, for the immediate effect of the fall in prices has been of

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substantial benefit to the lower paid servants. In the face of that fact it is impossible to contemplate a proposition that there shall be a very big reduction in the salaries of the highly paid officers and none at all lower down. On the other hand, my friend Mr. Hoon from the United Provinces,—and I should like to congratulate him, I do not know whether it was his maiden speech, but it is the first speech I had heard from him—suggested that Indianisation ought to be considered as a measure of economy, and that the time had come to consider whether, for future entrants, the scale of salaries ought not to be reconsidered. There I think he was making a very valuable contribution to the discussion, but though in the future, there might be very considerable economies to be derived from a measure of that kind, they are not immediately and readily available, for we cannot summarily reduce the pay of the existing officers to the scale which we think appropriate for new recruits. We have to keep faith with the officers already in the service.

Another important question which was referred to by two or three speakers was a reduction in the freight on agricultural produce and the rating policy generally. Now, I did not mean to convey, in anything that I said in my speech introducing the Budget, that I regarded the existing system of rates and fares as the best possible and incapable of any change with advantage. My own personal point of view has always been that, since India is mainly an agricultural country, and the great bulk of the clients of the railways are, in fact, cultivators, cheap transport for agricultural produce must be a matter of first class importance. But the practical problem I have had to face during the last few months has been whether, having regard to the financial circumstances of the railways and to the difficulties in which we are placed, such a reduction could be made at the present juncture. That, I think, the House will recognise is a different question. The conclusion at which I stated we had arrived was that, at the moment, it was not feasible, but I undertook both in the case of oilseeds and of cotton that the matter would be kept under observation, and that the case of cotton would be specially examined at the end of six months.

My Honourable friend, Dr. Ziauddin Ahmad, dealt with so many topics that I am afraid I shall not be able to do justice to anything like all of them. On the question of retrenchment he made one or two suggestions, and I daresay when the cuts are moved next week I may have to deal with some of them again. One of the suggestions was that the Railway Board could perfectly well be manned by four Members instead of five. If I am sure of anything, I am sure that it could not, and I think I have had rather more opportunity of seeing the work of the Railway Board at close quarters than perhaps anybody else in this House. If any Member thinks that any Member of the Board is a kind of drone instead of being a working bee and sits and does nothing, I can assure him that he is mistaken. Especially on the personnel side, where the work cannot diminish but is more likely to increase, with many new questions arising out of the Labour Commission and the reorganisations of establishments, there is no doubt at all that these problems are going to give us twice and even three or four times as much trouble and work in the future as they did, say, ten years ago. I think I ought, at any rate, to make my own position clear about it.

Then, another point of retrenchment that was mentioned was the possible abolition of the Publicity Department. My view about the Publicity Department is just this. I regard it a cat and I keep it to catch mice. If the cat does not catch any mice, then I won't keep it; but if it does catch mice in the shape of tourists who contribute handsomely to my revenues, then I will continue to keep it, and I hope the House will agree with me that that is the common-sense view of that particular question. Certainly, we do not intend to keep a cat that will sit at home and purr and never catch any mice. One suggestion was made which I rather regretted, because I do not think it is a fair suggestion—that we were constantly creating special appointments, not because the appointment was needed but because we wanted to provide a job for a particular officer. I repudiate that, for I do not think it is either fair or accurate. There was one other suggestion for economy I should like to mention here, namely, that the special Standardisation Office might well be discontinued. I should regard the abolition of that office as wanton extravagance, because I hope for more economies eventually from that office than from almost anything else. If each railway has its own type of wagons, its own type of locomotives, its own type of spare parts and all the various other railway appliances, all the spare parts have to be manufactured in small quantities, each of them to a special order, and then our costs must be high. But if we can standardise and reduce the number of spare parts to one-fifth or one-sixth of what would otherwise be required, then we can get mass production with low costs. I do definitely think that the existence of the Standardisation Department ought to be a real measure of economy and ought to produce very important results.

Dr. Ziauddin Ahmad: Have they done anything?

The Honourable Sir George Rainy: I will not dwell on the fairy tale that Mr. Parsons defies the authority alike of the Finance Member and the Railway Board, or perhaps, more ingeniously sets one off against the other, and is thereby enabled to pursue his path untrammelled—I say I will pass it by, because, after all, it is only a fairy tale, and I will come to my Honourable friend, Mr. Das. Mr. Das admitted to us that he had not heard my speech introducing the Railway Budget, and that, no doubt was his misfortune. But the impression left on my mind by his speech was that he had not read it either and that was his fault. (Laughter). It seemed to me, that, as a result of not having perused the document, he was a little hard put to it in trying to put his speech together. Still, with the aid of quotations from the reforms Despatch and speculations as to the future constitution, I think he lasted out his full time. I will not pursue him into the constitutional by-path except merely to say this, that though he detected some inconsistency between my speech on Tuesday and the Despatch on constitutional reforms, after having compared the two documents I confess I cannot see it, and therefore I will not dwell upon that.

Then, my Honourable friend, Mr. Shahani, made some points, to some of which I have already referred, such as the Standardisation Office and the Publicity Department. I forgot to mention in connection with publicity one point, and that is that the *Indian State Railway Magazine* more than pays its way; it is bringing in a little revenue, and it is not a source of

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expenditure to us at all. I did not quite follow what Mr. Shahani said about the contribution to General Revenues. I know from experience myself that the rather complicated arrangements in connection with that contribution are a little puzzling, and the impression I got was that perhaps he had not quite got to the bottom of the mystery. I know when you compare one year with another the contribution seems to have gone up when you think it ought to have gone down, and gone down when you think it ought to have gone up. But, of course, all these figures are checked by the audit and accounts authorities, and they actually are in accordance with what was settled in the separation convention.

I think, Sir, that what I have said very nearly covers all that I can say, and I will not delay the House any longer. But I should like, before I sit down, to thank Honourable Members for the frankness with which they have put forward their suggestions, and to say that all the suggestions, from whatever sources they may emanate, will certainly be examined and we shall see whether we could get some good from them. (Applause.)

The Assembly then adjourned till Eleven of the Clock on Monday, the 23rd February, 1931.